

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE	NAME	ALTERNATE MINIMUMS
AKRON, OH		CINCINNATI, OH	
AKRON-CANTON		CINCINNATI MUNI-LUNKEN	
RGNL	ILS or LOC Rwy 19 ¹ ILS or LOC Rwy 23 ² RADAR ³	FIELD	ILS or LOC Rwy 21L LOC BC Rwy 3R NDB Rwy 21L NDB Rwy 25 RNAV (GPS) Rwy 21L RNAV (GPS) Rwy 25
¹ NA when local weather not received.		¹ NA when control tower closed.	
² LOC, NA.		² Categories A,B, 1200-2; Categories C,D, 1200-3.	
³ NA when Akron-Canton approach control closed.		³ Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
ANDERSON, IN		⁴ NA when local weather not available.	
ANDERSON MUNI-		⁵ Category B, 900-2, Category C, 900-2½; Category D, 900-2¾.	
DARLINGTON FIELD	ILS or LOC Rwy 30 ¹ NDB Rwy 30 RNAV (GPS) Rwy 30 VOR-A	CLEVELAND, OH	
¹ NA when local weather not available.		BURKE-LAKEFRONT	ILS Rwy 2 NDB or GPS Rwy 24
¹ NA when control tower closed.		NA when control tower closed.	
ASHTABULA, OH		¹ Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
ASHTABULA COUNTY	RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26	CUYAHOGA COUNTY	ILS or LOC Rwy 2 LOC/DME BC Rwy RNAV (GPS) Rwy RNAV (GPS) Rwy
NA when local weather not available.		¹ NA when local weather not available.	
ATHENS, OH		¹ NA when control tower closed.	
OHIO U SNYDER FIELD	NDB Rwy 25	² ILS, Category D, 700-2.	
NA when local weather not available.		COLUMBUS, IN	
BLOOMINGTON, IN		COLUMBUS MUNI	ILS Rwy 2 RNAV (GPS) Rwy RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 3
MONROE COUNTY	ILS or LOC/DME Rwy 35 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR/DME Rwy 6 VOR/DME Rwy 24	¹ NA when control tower closed.	
NA when local weather not available.		² NA when local weather not available.	

NAME ALTERNATE MINIMUMS
COLUMBUS, OH
BOLTON FIELD ILS or LOC Rwy 4¹²
NDB Rwy 4¹²
RNAV (GPS) Rwy 4²

¹NA when control tower closed.
²NA when local weather not available.

OHIO STATE
UNIVERSITY ILS or LOC Rwy 9R
NDB Rwy 9R
NA when control tower closed.

PORT COLUMBUS INTL ILS or LOC Rwy 10L¹
ILS or LOC Rwy 10R²³
ILS or LOC Rwy 28L⁴

¹ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.
²ILS, 700-2. LOC, NA.
³NA when local weather not available.
⁴ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL ILS or LOC Rwy 5L
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
NDB Rwy 5R
NDB Rwy 23L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L
NA when local weather not available.

DAYTON, OH
DAYTON-
WRIGHT BROTHERS RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2½.

DELAWARE, OH
DELAWARE MUNI RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when local weather not available.

ELKHART, IN
ELKHART MUNI ILS or LOC Rwy 27¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 27²
RNAV (GPS) Rwy 36²
VOR/DME Rwy 36²
VOR Rwy 9²
VOR Rwy 27²

¹LOC, NA when control tower closed.
²NA when local weather not available.

NAME ALTERNATE MINIMUMS
EVANSVILLE, IN
EVANSVILLE RGNL ILS or LOC Rwy 4¹
ILS or LOC Rwy 22
NDB Rwy 22

NA when control tower closed.
¹ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

FINDLAY, OH
FINDLAY RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 36
VOR Rwy 7
NA when local weather not available.

FORT WAYNE, IN
FORT WAYNE INTL ILS or LOC Rwy 5¹
ILS or LOC Rwy 32¹
LOC BC Rwy 14¹
RADAR-1¹
RNAV (GPS) Rwy 5¹³
RNAV (GPS) Rwy 23¹³
VOR or TACAN Rwy 5¹
VOR or TACAN Rwy 14¹
VOR or TACAN Rwy 23⁴

¹Category E, 800-2½.
²Category E, 800-2½.
³NA when local weather not available.
⁴Category D, 800-2½, Category E, 2½.

SMITH FIELD VOR Rwy 13
NA when local weather not available.

GARY, IN
GARY/CHICAGO INTL NDB or GPS Rwy 30
NA when control tower closed.

GOSHEN, IN
GOSHEN MUNI RNAV (GPS) Rwy 27
VOR Rwy 27
NA when local weather not available.

GRIFFITH, IN
GRIFFITH-MERRILLVILLE VOR Rwy 8
NA except for operators with approved weather reporting service.

HAMILTON, OH
BUTLER COUNTY RGNL ILS or LOC Rwy 29¹
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²
NA when local weather not available.
¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.
²Category D, 800-2½.

NAME **ALTERNATE MINIMUMS**
HUNTINGBURG, IN
HUNTINGBURG **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

INDIANAPOLIS, IN
EAGLE CREEK
AIRPARK **RNAV (GPS) Rwy 21**
VOR-A
NA when local weather not available.

INDIANAPOLIS INTL **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 14
ILS or LOC Rwy 23L
ILS or LOC Rwy 23R
ILS or LOC Rwy 32
ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN
CLARK RGNL **VOR or GPS Rwy 18**
NA except for operators with approved weather reporting service.

KNOX, IN
STARKE COUNTY **RNAV (GPS) Rwy 18**
VOR Rwy 18¹
NA when local weather not available.
¹Category D, 800-2¼.

KOKOMO, IN
KOKOMOMUNI **VOR or GPS Rwy 23**
VOR or GPS Rwy 32
VOR/DME RNAV or GPS Rwy 5
NA except standard for operators with approved weather reporting service.

LAFAYETTE, IN
PURDUE UNIVERSITY **ILS Rwy 10¹²**
RNAV (GPS) Rwy 10³⁴
RNAV (GPS) Rwy 28³⁴
VOR-A¹⁵

¹NA when control tower closed.
²ILS, Category D, 800-2¼. LOC, NA.
³Category D, 800-2¼.
⁴NA when local weather not available.
⁵Category D, 800-2¼.

LANCASTER, OH
FAIRFIELD COUNTY **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

LIMA, OH
LIMA ALLEN COUNTY **RNAV (GPS) Rwy 27**
VOR Rwy 27
NA when local weather not available.

NAME **ALTERNATE MINIMUMS**
LOGANSPORT, IN
CASS COUNTY **VOR/DME RNAV Rwy 27**
VOR-A
NA except standard for operators with approved weather reporting service.

LORAIN/ELYRIA, OH
LORAIN
COUNTY RGNL **RNAV (GPS) Rwy 7**
VOR-A
NA when local weather not available.

MANSFIELD, OH
MANSFIELD
LAHM RGNL **ILS or LOC Rwy 32¹**
NDB Rwy 32¹
RADAR-1¹
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²
VOR Rwy 14²
VOR Rwy 32²

¹NA when control tower closed.
²NA when local weather not available.

MARION, OH
MARION MUNI **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A
NA when local weather not available.

MOUNT VERNON, OH
KNOX COUNTY **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

MUNCIE, IN
DELAWARE COUNTY-JOHNSON
FIELD **ILS Rwy 32¹**
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²
VOR Rwy 14²
VOR or GPS Rwy 20³
VOR Rwy 32²

¹NA when control tower closed.
²NA when local weather not available.
³NA when control tower closed, except for operators with approved weather reporting service.

NEWARK, OH
NEWARK-HEATH **LOC Rwy 9¹**
VOR-A²

¹Category D, 800-2¼.
²Categories A, B, 1000-2; Categories C, D, 1000-3.

RADAR INFORMATION MINIMUMS

AKRON, OH

Amdt. 23, July 5, 2007 (FAA)

ELEV 1228

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▽ ▲

			HAT/ HATH/				HAT/ HATH/			
	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAA	CEIL-VIS
ASR	1		ABC	1580/24	371	(400-½)	D	1580/50	371	(400-1)
	5		ABC	1580-1	378	(400-1)	D	1580-1¼	378	(400-1¼)
	19		ABC	1580/24	362	(400-½)	D	1580/50	362	(400-1)
	23		ABC	1620/24	392	(400-½)	D	1620/50	392	(400-1)
CIRCLING			A	1660-1	432	(500-1)	B	1680-1	452	(500-1)
			C	1680-1½	452	(500-1½)	D	1780-2	552	(600-2)

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

DAYTON, OH

Amdt. 9, OCT 22, 2009 (FAA)

ELEV 1010

JAMES M. COX DAYTON INTL

RADAR - 118.425 126.5 134.45 294.5 352.05 ▽

			HAT/ HATH/				HAT/ HATH/			
	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAA	CEIL-VIS
ASR	6L		ABC	1380/24	382	(400-½)	D	1380/50	382	(400-1)
	36		AB	1420-1	411	(500-1)	CD	1420-1¼	411	(500-1¼)
CIRCLING			AB	1480-1	471	(500-1)	C	1480-1½	471	(500-1½)
			D	1560-2	551	(600-2)				

For inoperative ALSF-2 increase S-6L Category D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA)

ELEV 418

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▽

				DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS			DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
	RWY	GS/TCH/RPI	CAT				CAT				
ASR	22		AB	880/24	462	(500-½)					
			D	880/50	462	(500-1)	C	880/40	462	(500-¾)	
	4	AB	880-1	495	(500-1)	C	880-1¼	495	(500-1¼)		
		D	880-1½	495	(500-1½)						
	36	AB	880-1	497	(500-1)	C	880-1¼	497	(500-1¼)		
		D	880-1½	497	(500-1½)						
	18	AB	880-1	484	(500-1)	C	880-1¼	484	(500-1¼)		
		D	880-1½	484	(500-1½)						
CIRCLING		A	940-1	522	(600-1)	B	960-1	542	(600-1)		
		C	960-1½	542	(600-1½)	D	980-2	562	(600-2)		

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

RADAR SURVEILLANCE MINIMUMS

FORT WAYNE, IN FORT WAYNE INTL RADAR - 127.2 284.6

Amdt. 25, JUL 2, 2009 (FAA)

ELEV 814

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	5		AB	1300/24	486	(500-½)	C	1300/40	486	(500-¾)
			D	1300/50	486	(500-1)	E	1300/60	486	(500-1¼)
	14		AB	1300-1	498	(500-1)	C	1300-1¼	498	(500-1¼)
			D	1300-1½	498	(500-1½)	E	1300-1¾	498	(500-1¾)
	23		AB	1300-1	501	(600-1)	CD	1300-1½	501	(600-1½)
			E	1300-1¾	501	(600-1¾)				
	32		AB	1260/24	460	(500-½)	C	1260/40	460	(500-¾)
			DE	1260/50	460	(500-1)				
CIRCLING			AB	1300-1	486	(500-1)	C	1300-1½	486	(500-1½)
			D	1380-2	566	(600-2)	E	1520-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.

Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV 812

RADAR - Ctc APP CON - (E) 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS
ASR ¹	5 ²		AB	1180/24	368	(400-½)
			CDE	1180/40	368	(400-¾)
	23 ³		AB	1260/24	460	(500-½)
			C	1260/40	460	(500-¾)
			DE	1260/50	460	(500-1)
CIR	All Rwy		AB	1340-1	528	(600-1)
			C	1340-1½	528	(600-1½)
			D	1380-2	568	(600-2)
			E	1440-2	628	(700-2)

¹No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). ²When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. ³When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

RADAR SURVEILLANCE APPROACH MINIMUMS

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA)

ELEV 1297

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 **A**

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/	
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
	23		AB	1700-1	405	(500-1)	CD	1700-1¼	405	(500-1¼)
	5		AB	1740-1	443	(500-1)	C	1740-1¼	443	(500-1¼)
			D	1740-1½	443	(500-1½)				
CIRCLING			AB	1760-1	463	(500-1)	C	1760-1½	463	(500-1½)
			D	1880-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA)

ELEV 589

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 **A**

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/	
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
	5		ABC	920/24	347	(400-½)	DE	920/50	347	(400-1)
	32		ABCD	920-1	331	(400-1)	E	920-1¼	331	(400-1¼)
	23		ABC	940-1	357	(400-1)	DE	940-1¼	357	(400-1¼)
CIRCLING			A	1020-1	431	(500-1)	B	1040-1	451	(500-1)
			C	1040-1½	451	(500-1½)	D	1140-2	551	(600-2)
			E	1240-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.

Circling not authorized NW of Rwy 5/23 for Category E aircraft.

When control tower closed, procedure NA.

TOLEDO, OH

Amdt. 19, AUG 18, 1994 (FAA)

ELEV 684

TOLEDO EXPRESS

RADAR - 134.35 317.55 **▽ A**

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/	
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
	25		ABC	1040-½	362	(400-½)	DE	1040-1	362	(400-1)
	34		ABC	1040-1	372	(400-1)	DE	1040-1¼	372	(400-1¼)
	16		ABC	1060-1	386	(400-1)	DE	1060-1¼	386	(400-1¼)
	7		ABC	1080/24	397	(400-½)	DE	1080/50	397	(400-1)
CIRCLING			AB	1180-1	496	(500-1)	C	1180-1½	496	(500-1½)
			D	1240-2	556	(600-2)	E	1360-2½	676	(700-2½)

Category D S-7 visibility increased to RVR 6000 for inoperative ALSF-2.

Category D S-25 visibility increased to 1¼ miles for inoperative MALSR.

RADAR INSTRUMENT APPROACH MINIMUMS

YOUNGSTOWN-WARREN, OH

Amdt. 13, OCT 8, 1998 (FAA)

ELEV 1196

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3



				DA/ HATh/			DA/ HATh/			
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	5		ABC	1520-1	356	(400-1)	D	1520-1¼	356	(400-1¼)
	14		ABC	1520-½	386	(400-½)	D	1520-1	386	(400-1)
	23		ABC	1580-1	388	(400-1)	D	1580-1¼	388	(400-1¼)
	32		ABC	1580/24	395	(400-½)	D	1580/50	395	(400-1)
CIRCLING			A	1640-1	444	(500-1)	B	1660-1	464	(500-1)
			C	1660-1½	464	(500-1½)	D	1760-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.

Category D S-32 visibility increased ¼ mile for inoperative MALSR.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)

AMDT 5 86352 (FAA)

DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)

TAKE-OFF MINIMUMS: **Rwys 1, 7, 19, 25**, 300-1.

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 2100 before turning West. **Rwy 25**, climb runway heading to 2100 before turning north.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.

ASHLAND, OH

ASHLAND COUNTY (3G4)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

NAME TAKE-OFF MINIMUMS

ASHTABULA, OH

ASHTABULA COUNTY (HZY)

ORIG 09183 (FAA)

NOTE: **Rwy 8**, trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26**, trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

AUBURN, IN

DE KALB COUNTY (GWB)

AMDT 1 06271 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AGL/979' MSL. **Rwy 27**, multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH

BARNESVILLE-BRADFIELD (6G5)

ORIG 85297 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

BEACH CITY, OH

BEACH CITY (2D7)

ORIG 82245 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

**BELLEFONTAINE, OH**

BELLEFONTAINE RGNL (EDJ)

ORIG 03079 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb to 2100 via heading 074° before proceeding on course.**BLOOMINGTON, IN**

MONROE COUNTY (BMG)

AMDT 5 02052 (FAA)

NOTE: **Rwy 6**, trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24**, trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17**, trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35**, trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH

BLUFFTON (5G7)

AMDT 1 09183 (FAA)

NOTE: **Rwy 5**, trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.**BOWLING GREEN, OH**

WOOD COUNTY (1G0)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.NOTE: **Rwy 18**, building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.**BRAZIL, IN**

BRAZIL CLAY COUNTY (0I2)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.**BUCYRUS, OH**

PORT BUCYRUS-CRAWFORD COUNTY (17G)

AMDT 1 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27**, 300-1.**CADIZ, OH**

HARRISON COUNTY (8G6)

AMDT 2 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13, 31**, 300-1.**CALDWELL, OH**

NOBLE COUNTY (I10)

AMDT 1 97146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5, 23**, 400-1.DEPARTURE PROCEDURE: **Rwy 23**, climb runway heading to 1500 before turning.**CAMBRIDGE, OH**

CAMBRIDGE MUNI (CDI)

AMDT 2 96144 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 500-1 or std. with a min. climb of 350' per NM to 1500.**CARROLLTON, OH**

CARROLL COUNTY-TOLSON (TSO)

AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25**, 300-1.NOTE: **Rwy 7**, 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25**, 100' AGL trees 200' from departure end of runway, 400' left of centerline.**CELINA, OH**

LAKEFIELD (CQA)

AMDT 1 83342 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.**CHILLICOTHE, OH**

ROSS COUNTY (RZT)

AMDT 3 96116 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30**, 300-1 or std. with a min. climb of 460' per NM to 1100.DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 1500 before turning right. **Rwy 12**, climb runway heading to 2000 before turning right.**Rwy 23**, climb runway heading to 1500 before turning left.**CINCINNATI, OH**

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

AMDT 13 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 3R**, std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 7**, std. w/ min. climb of 424' per NM to 1000 or 400-1½ with min. climb of 205 ft per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R**, std. w/ min. climb of 403' per NM to 1100 or 600-2½ with minimum climb of 228' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 25**, 600-2½ w/ min. climb of 219' per NM to 1300 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3L**, climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R**, climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7**, climb heading 066° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R**, climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L**, climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25**, climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD
(CONT)

NOTE: **Rwy 3L**, building and hangers beginning 306' from departure end of runway, 258' left of centerline, up to 41' AGL/521' MSL. Multiple trees beginning 958' from departure end of runway, 144' right of centerline, up to 67' AGL/556' MSL. Trees 1.3 NM from departure end of runway, 2271' left of centerline, 97' AGL/866' MSL. Pole 1.6 NM from departure end of runway, 334' left of centerline, 68' AGL/797' MSL. **Rwy 3R**, multiple trees beginning 1426' from departure end of runway, 196' left of centerline, up to 68' AGL/557' MSL. Multiple trees beginning 840' from departure end of runway, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.4 NM from departure end of runway, 2393' left of centerline, 97' AGL/856' MSL. Pole 1.6 NM from departure end of runway, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7**, multiple trees beginning 447' from departure end of runway, 68' left of centerline, up to 87' AGL/576' MSL. Multiple trees beginning 664' from departure end of runway, 45' left of centerline, up to 86' AGL/575' MSL. Trees 4515' from departure end of runway, 1519' right of centerline, 81' AGL/720' MSL. Trees 1.4 NM from departure end of runway, 2088' right of centerline, 95' AGL/824' MSL. **Rwy 21R**, multiple trees beginning 1444' from departure end of runway, 204' left of centerline, up to 66' AGL/555' MSL. Multiple trees beginning 1072' from departure end of runway, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from departure end of runway, 2261' right of centerline, 86' AGL/895' MSL. Tower 2.3 NM from departure end of runway, 527' left of centerline, 168' AGL/990' MSL. Tower 2.4 NM from departure end of runway, 694' right of centerline, 106' AGL/943' MSL. **Rwy 21L**, multiple trees beginning 122' from departure end of runway, 104' left of centerline, up to 85' AGL/574' MSL. Multiple trees beginning 422' from departure end of runway, 313' right of centerline, up to 82' AGL/571' MSL. Trees 4521' from departure end of runway, 1659' left of centerline, 117' AGL/716' MSL. Tower 2.0 NM from departure end of runway, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from departure end of runway, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25**, sign, pole, multiple hangars and trees beginning 177' from departure end of runway, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, multiple poles and trees beginning 185' from departure end of runway, 5' right of centerline, up to 73' AGL/562' MSL. Trees 4537' from departure end of runway, 837' right of centerline, 82' AGL/831' MSL. Tank 1.4 NM from departure end of runway, 1755' right of centerline, 210' AGL/1046' MSL. Antenna on building 2.3 NM from departure end of runway, 2552' left of centerline, 116' AGL/915' MSL.

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L**, 400-2 or std. w/ a min. climb of 400' per NM to 1800. **Rwy 6R**, 400-2 or std. w/ a min. climb of 360' per NM to 1800. **Rwy 24L**, 300-1½ or std. w/ a min. climb of 527' per NM to 1900. **Rwy 24R**, 200-1 or std. w/ a min. climb of 527' per NM to 1900. DEPARTURE PROCEDURE: **Rwys 6L/6R**, climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R**, climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L**, obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R**, obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L**, monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R**, crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)

AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L, 6R, 10**, climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10**, multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L**, multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R**, tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28**, vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

CLEVELAND, OH (CON'T)

CUYAHOGA COUNTY (CGF)

ORIG 06159 (FAA)

NOTE: **Rwy 6**, trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24**, multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)

ORIG 08269 (FAA)

NOTE: **Rwy 14**, tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4**, tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22**, tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)

AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R**, climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L**, tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R**, trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L**, multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R**, multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

CONNERSVILLE, IN

METTEL FIELD (CEV)

AMDT 2 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-VFR use only.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 185° to 1500 before proceeding on course.

NOTE: **Rwy 18**, railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36**, road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

COSHOCTON, OH

RICHARD DOWNING (I40)

AMDT 1 80164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1.

DAYTON, OH

DAYTON-WRIGHT BROTHERS (MGY)

AMDT 3 06271 (FAA)

NOTE: **Rwy 2**, multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20**, multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up to 100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON

RGNL (I19)

AMDT 1 07074 (FAA)

NOTE: **Rwy 25**, multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7**, tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)

AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 250' per NM to 1300'.

NOTES: **Rwy 18**, multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.

DELAWARE, OH DELAWARE MUNI (DLZ) ORIG 07298 (FAA)

NOTE: **Rwy 10**, railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL.

Rwy 28, rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH COLUMBIANA COUNTY (02G) AMDT 2 86296 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 400-1.

ELYRIA, OH ELYRIA (1G1)

NOTE: **Rwy 9**, road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27**, tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN EVANSVILLE RGNL (EVV) AMDT 8 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1. **Rwy 27**, 300-1¾ or std. w/ a min. climb of 402' per NM to 800. **Rwy 36**, 300-1¾.

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 203° to 1300 before turning right.

NOTE: **Rwy 4**, multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9**, water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18**, multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22**, building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27**, multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36**, multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

FINDLAY, OH FINDLAY (FDY) ORIG 07242 (FAA)

NOTE: **Rwy 7**, road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18**, tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25**, multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36**, pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN FORT WAYNE INTL (FWA) AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1300' before turning left.

NOTE: **Rwy 5**, trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9**, tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL. **Rwy 14**, tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27**, obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32**, trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD) AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31**, 300-1.

Rwy 23, 800-2½ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13**, climb to 2000 on heading 090 before turning south. **Rwys 23, 31**, climb to 2000 on heading 270 before turning south.

FOSTORIA, OH FOSTORIA METROPOLITAN (FZI) ORIG 09071 (FAA)

NOTE: **Rwy 9**, trees beginning 1630' from DER, 480' right of centerline, up to 59' AGL/808' MSL. Trees beginning 319' from DER, 583' left of centerline, up to 74' AGL/823' MSL. **Rwy 27**, trees beginning 977' from DER, 387' left of centerline, up to 100' AGL/859' MSL. Building 1' from DER, 499' left of centerline, 8' AGL/758' MSL.



09295

FREMONT, OH

FREMONT (14G)

AMDT 2 09295

TAKE-OFF MINIMUMS: **Rwys 18,36**, NA-
Environmental.

NOTE: **Rwy 9**, train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27**, road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN

FRENCH LICK MUNI (FRH)

ORIG 08101 (FAA)

NOTE: **Rwy 8**, Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26**, Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)

AMDT 2A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-1. **Rwy 23**, 800-3 or std. w/ min. climb of 331' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 5**, climb straight ahead to 2100 before proceeding on course.**Rwy 23**, climb via 215° track to 1500 before proceeding on course.**GARY, IN**

GARY/CHICAGO INTL (GYY)

AMDT 6 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30**, 300-1.DEPARTURE PROCEDURE: **Rwy 12**, climb to 1200 before proceeding on course. **Rwy 20**, climb to 1200 on heading 220° before proceeding on course.**GEORGETOWN, OH**

BROWN COUNTY (GEO)

AMDT 1 81358 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.**GOSHEN, IN**

GOSHEN MUNI (GSH)

ORIG 08157 (FAA)

NOTE: **Rwy 5**, Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9**, Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23**, Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27**, Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN

PUTNAM COUNTY (417)

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13' AGL/822' MSL. Fence 214' from departure end of runway, 307' left of centerline, 16' AGL/825' MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36**, Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN

GREENSBURG MUNI (I34)

AMDT 1A 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

GRIFFITH, IN

GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min. climb of 502' per NM to 1000.
NOTE: **Rwy 8**, multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26**, multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up to 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up to 100' AGL/744' MSL.

HAMILTON, OH

BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29**, 300-1 or std. with a min. climb of 420' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11**, climb to 1700 via heading 110° before turning on course. **Rwy 29**, climb to 1700 via heading 290° before turning on course.
NOTE: **Rwy 11**, trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29**, trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH

CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27**, NA-obstacles. **Rwy 19**, 500-3 or std. w/ min. climb of 253' per NM to 1300.
NOTE: **Rwy 1**, multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19**, road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH

HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

HUNTINGBURG, IN

HUNTINGBURG (HNB)
TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

HUNTINGTON, IN

HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9**, 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)
AMDT 1 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 3**, climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3**, antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21**, trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. w/ min. climb of 441' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1500 before turning right.
NOTE: **Rwy 1**, hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up to 77' AGL/898' MSL. **Rwy 19**, multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
ORIG 08157 (FAA)

NOTE: **Rwy 18**, Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36**, Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

**INDIANAPOLIS, IN (CON'T)**

INDIANAPOLIS EXECUTIVE (TYQ)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/972' MSL. **Rwy 36**, multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/1019' MSL.

INDIANAPOLIS INTL (IND)

ORIG 07018 (FAA)

NOTES: **Rwy 5R**, tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L**, rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128' AGL/923' MSL. **Rwy 23R**, tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32**, antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)

AMDT 2 92281 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33**, 300-1.DEPARTURE PROCEDURE: **Rwys 15, 33**, climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)

AMDT 1 84243 (FAA)

DEPARTURE PROCEDURE: **Rwy 25**, climb to 2000 on a 270° heading before turning south.**JACKSON, OH**

JAMES A. RHODES (I43)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-2. **Rwy 19**, 300-1½DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1500 before turning left.

NOTE: **Rwy 1**, car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19**, pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN

CLARK RGNL (JVY)

AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.DEPARTURE PROCEDURE: **Rwys 14, 18, 36**, climb on runway heading to 2000 before turning west. **Rwy 32**, climb to 2000 heading 360° before turning west.**KENDALLVILLE, IN**

KENDALLVILLE MUNI (C62)

AMDT 2 86016 (FAA)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 1500 before turning south.**KENTLAND, IN**

KENTLAND MUNI (501)

ORIG 88322 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1.DEPARTURE PROCEDURE: **Rwy 27**, turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.**KENTON, OH**

HARDIN COUNTY (I95)

AMDT 2 83342 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1.**KNOX, IN**

STARKE COUNTY (OXI)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.NOTE: **Rwy 36**, tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL.

Rwy 18, trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

LA PORTE, IN

LA PORTE MUNI (PPO)

AMDT 2 07186 (FAA)

NOTE: **Rwy 14**, power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20**, power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN

PURDUE UNIVERSITY (LAF)

AMDT 1 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23**, 400-2¼ or std. w/ min. climb of 220' per NM to 1100.

NOTE: **Rwy 5**, multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10**, multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23**, rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28**, multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH

FAIRFIELD COUNTY (LHQ)

AMDT 1 90347 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 400-1. **Rwy 28**, 300-1.

LIMA, OH

LIMA ALLEN COUNTY (AOH)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA-Environmental.

NOTE: **Rwy 9**, bush and trees beginning 163' from DER, 311' right of centerline, up to 100' AGL/1104' MSL. **Rwy 27**, bush and trees beginning 175' from DER, 128' right of centerline, up to 100' AGL/1044' MSL. Antenna on building and trees beginning 67' from DER, 257' left of centerline, up to 100' AGL/1054' MSL.

LOGANSPOUT, IN

LOGANSPOUT/CASS COUNTY (GGP)

ORIG 07186 (FAA)

NOTE: **Rwy 9**, transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH

MADISON COUNTY (UYF)

ORIG 90347 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

LORAIN/ELYRIA, OH

LORAIN COUNTY RGNL (LPR)

ORIG 06159 (FAA)

NOTE: **Rwy 7**, multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25**, bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN

LOWELL (C97)

ORIG 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

MADISON, IN

MADISON MUNI (IMS)

AMDT 2 08213 (FAA)

NOTE: **Rwy 3**, Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21**, Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH

MANSFIELD LAHM RGNL (MFD)

ORIG 09071 (FAA)

NOTE: **Rwy 5**, trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32**, trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN

MARION MUNI (MZZ)

ORIG 02164 (FAA)

NOTE: **Rwy 4**, trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15**, trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22**, trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33**, trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



09295

MARION, OH

MARION MUNI (MNN)

ORIG 07242 (FAA)

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 245° to 1600 before turning right.

NOTE: **Rwy 7**, trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL.

Multiple trees beginning 36' from departure end of

runway, 280' right of centerline, up to 43' AGL/1033'

MSL. **Rwy 13**, trees 512' from departure end of runway,

277' left of centerline, up to 100' AGL/1089' MSL. Road

491' from departure end of runway, 15' AGL/1004' MSL.

Rwy 25, obstruction light on antenna 419' from departure

end of runway, 407' left of centerline, up to 13' AGL/1008'

MSL. Road 434' from departure end of runway, 15' AGL/

1004' MSL. **Rwy 31**, trees 2186' from departure end of

runway, up to 100' AGL/1089' MSL. Road 355' from

departure end of runway, 485' left of centerline, 15' AGL/

1004' MSL.

MARYSVILLE, OH

UNION COUNTY (MRT)

AMDT 2 89320 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

MEDINA, OH

MEDINA MUNI (1G5)

AMDT 3 06159 (FAA)

NOTE: **Rwy 1**, multiple trees beginning 562' from

departure end of runway, 588' left of centerline, up to 100'

AGL/1279' MSL. Multiple trees beginning 1925' from

departure end of runway, on centerline, up to 100' AGL/

1319' MSL. **Rwy 9**, multiple trees beginning 305' from

departure end of runway, 396' right of centerline, up to

100' AGL/1249' MSL, tower 3627' from departure end of

runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy**

19, multiple trees beginning at departure end of runway,

112' left of centerline, up to 100' AGL/1249' MSL. **Rwy**

27, multiple trees beginning at departure end of runway,

345' left of centerline, up to 100' AGL/1319' MSL,

multiple trees beginning at departure end of runway, 366'

right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN

MICHIGAN CITY MUNI (MGC)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 20**, climb to 1300 on runway heading before turning east.

MIDDLEFIELD, OH

GEAUGA COUNTY (7G8)

AMDT 3 06159 (FAA)

NOTE: **Rwy 11**, railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL.

Trees 3144' from departure end of runway, 671' left of

centerline, 100' AGL/1249' MSL. **Rwy 29**, railroad 349'

from departure end of runway, 521' left of centerline, 23'

AGL/1212' MSL. Multiple buildings 993' from departure

end of runway, 294' right of centerline, 40' AGL/1239'

MSL. Trees 1875' from departure end of runway, 791'

right of centerline, 100' AGL/1319' MSL. Tank 2251' from

departure end of runway, 578' right of centerline, 125'

AGL/1315' MSL.

MIDDLETOWN, OH

MIDDLETOWN RGNL/HOOK FIELD (MWO)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 23**, 300-1.

Rwy 26, 400-1.

DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26**, climb

on runway heading to 1700' before proceeding on

course.

MILLERSBURG, OH

HOLMES COUNTY (10G)

ORIG 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

MONTICELLO, IN

WHITE COUNTY (MCX)

AMDT 2 85101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 600-1 or std. with a

min. climb of 250' per NM to 1300.

MT. GILEAD, OH

MORROW COUNTY (4I9)

AMDT 1 83048

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

MT. VERNON, OH

KNOX COUNTY (4I3)

ORIG 09015 (FAA)

NOTE: **Rwy 28**, trees 2121' from departure end of runway,

361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN

DELAWARE COUNTY-JOHNSON FIELD (MIE)

AMDT 3 06271 (FAA)

NOTE: **Rwy 2**, multiple trees beginning 888' from

departure end of runway, 412' right of centerline, up to

47' AGL/980' MSL. Tree and towers beginning 2554'

from departure end of runway, 46' left of centerline, up to

113' AGL/1046' MSL. **Rwy 14**, tree 2061' from departure

end of runway, 1004' right of centerline, 69' AGL/1005'

MSL. **Rwy 20**, tree 1463' from departure end of runway,

564' left of centerline, 82' AGL/1019' MSL. Multiple

trees beginning 1119' from departure end of runway,

171' right of centerline, up to 62' AGL/999' MSL. **Rwy**

32, multiple bushes beginning 86' from departure end of

runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN

NAPPANEE MUNI (C03)

AMDT 1 81036 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

NEW LEXINGTON, OH

PERRY COUNTY (I86)

ORIG 84243 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 300-1.

NEW PHILADELPHIA, OH

HARRY CLEVER FIELD (PHD)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 600-1. **Rwy 14**,

500-1 or std. with a min. climb to 330' per NM to 1600.

Rwy 32, 500-1 or std. with a min. climb 380' per NM to

1600.

DEPARTURE PROCEDURE: **Rwys 11, 14, 29, 32**, climb

runway heading to 1600 before turning.

**NEWARK, OH**

NEWARK-HEATH (VTA)

AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 600-3 or std. w/ min. climb of 354' per NM to 1800.DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1800 before proceeding on course.NOTE: **Rwy 9**, Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.**NORTH VERNON, IN**

NORTH VERNON (OVO)

ORIG 09239 (FAA)

NOTE: **Rwy 5**, tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15**, fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23**, trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL. **Rwy 33**, fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.**NORWALK, OH**

NORWALK-HURON COUNTY (5A1)

AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**OTTAWA, OH**

PUTNAM COUNTY (OWX)

ORIG 09239 (FAA)

NOTE: **Rwy 9**, trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27**, road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.**OXFORD, OH**

MIAMI UNIVERSITY (OXD)

AMDT 1 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.**PAINESVILLE, OH**

CONCORD AIRPARK (2G1)

AMDT 2 06159 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 400-1½ or std. w/ a min. climb of 310' per NM to 1500.NOTE: **Rwy 2**, numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20**, numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.**PERU, IN**

PERU MUNI (I76)

AMDT 3 07018 (FAA)

NOTE: **Rwy 1**, multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centerline, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19**, multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.**PHILLIPSBURG, OH**

PHILLIPSBURG (317)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1.**PLYMOUTH, IN**

PLYMOUTH MUNI (C65)

ORIG 74199 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.**PORT CLINTON, OH**

CARL R. KELLER FIELD (PCW)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 27**, for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.NOTE: **Rwy 9**, multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18**, multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27**, multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36**, trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of centerline, 100' AGL/719' MSL.**PORTLAND, IN**

PORTLAND MUNI (PLD)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA - Turf runways.NOTE: **Rwy 9**, multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27**, barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

PORTSMOUTH, OH

GREATER PORTSMOUTH RGNL (PMH)

AMDT 2 91262 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 170° to 1200 before proceeding on course.

RENSSELAER, IN

JASPER COUNTY (RZL)

AMDT 1 88014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36**, 300-1.

DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36**, climb to 1100 on runway heading before proceeding on course.

RICHMOND, IN

RICHMOND MUNI (RID)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, NA-Environmental.

NOTE: **Rwy 15**, tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24**, road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33**, trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN

FULTON COUNTY (RCR)

ORIG 08269 (FAA)

NOTE: **Rwy 11**, terrain 469' right of centerline, 797' MSL.

Trees beginning 619' from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29**, pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

ST. CLAIRSVILLE, OH

ALDERMAN (2P7)

AMDT 2 91010 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb on runway heading to 1800 before proceeding on course.

SALEM, OH

SALEM AIRPARK, INC (38D)

AMDT 1 97058 (FAA)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 2200 before turning south.

SANDUSKY, OH

GRIFFING-SANDUSKY (SKY)

AMDT 1 81162 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27**, 300-1.

SEBRING, OH

TRI-CITY (3G6)

ORIG 76036 (FAA)

DEPARTURE PROCEDURE: **Rwys 17, 35**, climb runway heading to 3000 before turning east.

SEYMOUR, IN

FREEMAN MUNI (SER)

ORIG 07130 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 046° to 1100 before turning left. **Rwy 14**, climb heading 136° to 1100 before turning right.

NOTE: **Rwy 5**, multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14**, multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32**, multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH

SHELBY COMMUNITY (12G)

AMDT 1 83076 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36**, 300-1.

SHELBYVILLE, IN

SHELBYVILLE MUNI (GEZ)

AMDT 4 99112 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1400 before turning west on course.

Rwys 9, 19, climb runway heading to 1300 before turning on course. **Rwy 27**, climb to 1500 on heading 240° before turning turning north on course.

SIDNEY, OH

SIDNEY MUNI (I12)

AMDT 2 91038 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 10, 23**, 300-1. **Rwy 28**, 300-1 or std. with a min. climb of 350' per NM to 1300.

**SOUTH BEND, IN**

SOUTH BEND RGNL (SBN)

AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R**, 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R**, climb heading 092° to 2000 before turning South. **Rwy 18**, climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L**, tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18**, powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L**, light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R**, tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36**, terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15**, Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24**, Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33**, Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)

ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14**, climb runway heading to 2200 before turning north.

SULLIVAN, IN

SULLIVAN COUNTY (SIV)

AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1500 before turning west on course.

Rwys 18, 36, climb runway heading to 1800 before turning east on course.

TELL CITY, IN

PERRY COUNTY MUNI (TEL)

AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**TERRE HAUTE, IN**

SKY KING (313)

AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18**, 300-1.

DEPARTURE PROCEDURE: **Rwy 26**, climb to 1400 on runway heading before turning south. **Rwy 18**, climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)

ORIG 08213 (FAA)

NOTE: **Rwy 5**, Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14**, trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18**, terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL. Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32**, trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36**, trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH

SENECA COUNTY(16G)

AMDT 2 09183 (FAA)

NOTE: **Rwy 6**, multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24**, multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

**TOLEDO, OH**

METCALF FIELD (TDZ)

AMDT 2A 07326 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 22, 32**, 300-1. **Rwy 4**, 2100-2 or std. with a min. climb of 300' per NM to 2100.DEPARTURE PROCEDURE: **Rwys 14, 22, 32**, climb runway heading to 2000 before turning.NOTE: **Rwy 14**, tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.**TOLEDO EXPRESS (TOL)**

AMDT 2 89040 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 260' per NM to 1000'.DEPARTURE PROCEDURE: **Rwy 25**, climb runway heading to 1100' before turning.**UPPER SANDUSKY, OH**

WYANDOT COUNTY (56D)

ORIG 80150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.**VALPARAISO, IN**

PORTER COUNTY MUNI (VPZ)

ORIG 08045 (FAA)

NOTE: **Rwy 9**, Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18**, Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27**, Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36**, Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL. Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH

VAN WERT COUNTY (VNW)

AMDT 3 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1½ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36**, NA-Environmental.NOTE: **Rwy 9**, tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.**VERSAILLES, OH**

DARKE COUNTY (VES)

AMDT 2 87015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

CAUTION: 50' unlighted trees left side at departure end of runway 27.

WADSWORTH, OH

WADSWORTH MUNI (3G3)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10**, std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20**, 300-1½ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28**, 400-2½ or std. w/ min. climb of 457' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2**, for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28**, climb heading 277° to 1600 before proceeding on course.

NOTE: **Rwy 2**, vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10**, trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20**, vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28**, building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

WAPAKONETA, OH

NEIL ARMSTRONG (AXV)

AMDT 2 08213 (FAA)

NOTE: **Rwy 8**, vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26**, obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

**WARSAW, IN**

WARSAW MUNI (ASW)

AMDT 1 83272 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb to 1200 on runway heading before turning west.**WASHINGTON, IN**

DAVIESS COUNTY (DCY)

ORIG 84045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.**WASHINGTON COURT HOUSE, OH**

FAYETTE COUNTY (I23)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1½ or std. w/ min. climb of 268' per NM to 1400.NOTE: **Rwy 5**, train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23**, train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.**WAUSEON, OH**

FULTON COUNTY (USE)

AMDT 1 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.**WAVERLY, OH**

PIKE COUNTY (EOP)

ORIG-A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1.NOTE: **Rwy 7**, building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL.**Rwy 25**, 60' AGL trees 500' from departure end of runway 170' left of centerline.**WEST UNION, OH**

ALEXANDER SALAMON (AMT)

AMDT 1 90347 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1700 before turning west.**WILLARD, OH**

WILLARD (8G1)

AMDT 1 81134 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 1500 before proceeding on course.**WILLOUGHBY, OH**

WILLOUGHBY LOST NATION MUNI (LNN)

AMDT 2 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 099° to 1600 before proceeding on course.**Rwy 23**, climb via heading 233° to 1400 before proceeding on course. **Rwy 28**, climb via heading 279° to 1400 before proceeding on course.NOTE: **Rwy 5**, tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10**, pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23**, tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28**, tree 1336' from departure end of runway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' right of centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.**WILMINGTON, OH**

AIRBORNE AIRPARK (ILN)

ORIG 09239 (FAA)

NOTE: **Rwy 4L**, tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L**, tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.**CLINTON FIELD (I66)**

AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.NOTE: **Rwy 3**, multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21**, multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.**WOODSFIELD, OH**

MONROE COUNTY (4G5)

AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1.**WOOSTER, OH**

WAYNE COUNTY (BJJ)

AMDT 1 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09295

WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OH 09295

Rwy 5R, 200-1½***Rwy 23R, 400-2¾******Rwy 23L, 400-2¾*****

* Or standard with minimum climb of 240ft/NM to 1100'.

** Or standard with minimum climb of 260ft/NM to 1300'.

*** Or standard with minimum climb of 210ft/NM to 1300'.

Rwy 5R, Climb on track 050° until reaching 1100.TAKE-OFF OBSTACLES: **Rwy 23L**: 43' AGL

VORTAC, 850' from DER, 662' right of centerline.

Rwy 5L: Up to 105' AGL tree line beginning 3000'

from DER, 700' right of centerline to 5100' from

DER, 1300' left of centerline.

YOUNGSTOWN, OH

LANSDOWNE (04G)

AMDT 2 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1. **Rwy 20**, 1500-2.DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20**, climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.

YOUNGSTOWN ELSEY METRO (4G4)

ORIG-A 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ min.climb of 237' per NM to 1500. **Rwys 18, 28**, 300-1.DEPARTURE PROCEDURE: **Rwy 36**, climb to 1500, then climbing right turn via heading 090° to 2600 before proceeding north. **Rwys 10, 28**, climb runway heading to 2600 before turning north.NOTE: **Rwy 10**, Tower 8758' from departure end of runway, 1882' left of centerline, 138' AGL/1332' MSL.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)

AMDT 4 90207 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1.

ZANESVILLE, OH

ZANESVILLE MUNI (ZZV)

ORIG 03359 (FAA)

NOTE: **Rwy 22**, tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34**, tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

VOR/DME MIE 114.4 Chan 91	APP CRS 272°	Rwy Idg 2314 TDZE 900 Apt Elev 900
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VOR or GPS RWY 27
ALEXANDRIA (I99)

ALEXANDRIA (I99)

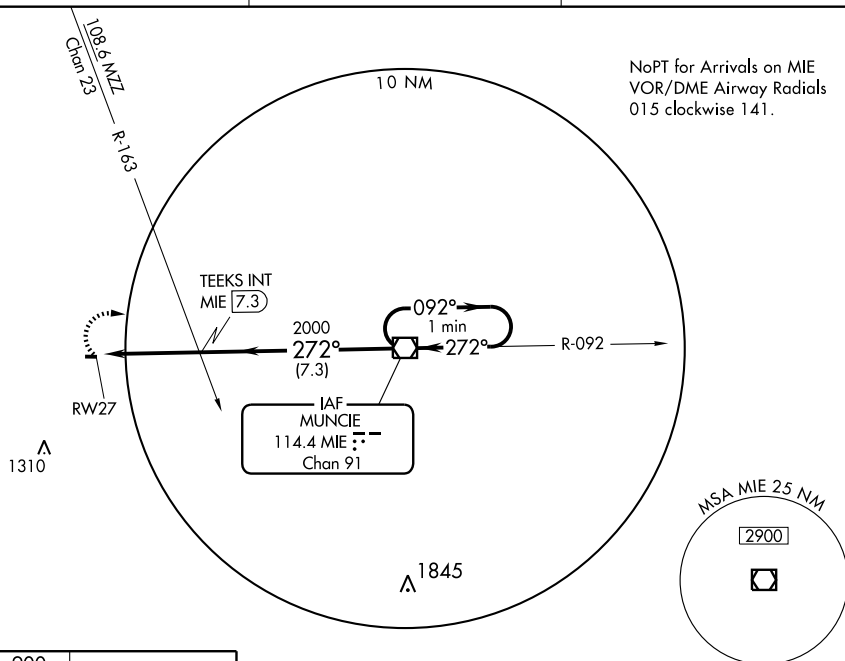
A NA

Use Muncie altimeter setting; when not received, use Indianapolis altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2500 direct MIE VOR/DME and hold.

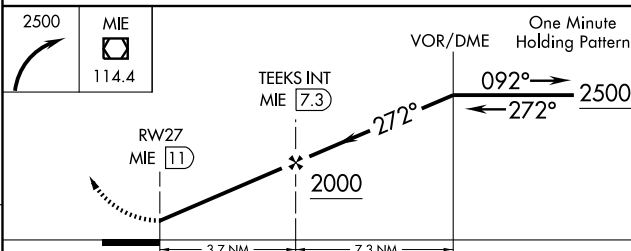
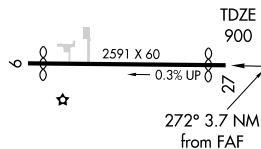
INDIANAPOLIS CENTER
120.65 317.8

CTAF
122.8

UNICOM
123.05

EC-2, 17 DEC 2009 to 14 JAN 2010

ELEV	900
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CATEGORY	A	B	C	D
S-27	1320-1	420 (500-1)		NA
CIRCLING	1340-1 440 (500-1)	1380-1 480 (500-1)		NA
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-27	1480-1	580 (600-1)		NA
CIRCLING	1500-1 600 (600-1)	1540-1 640 (700-1)		NA

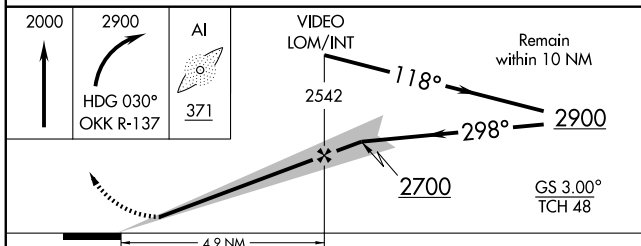
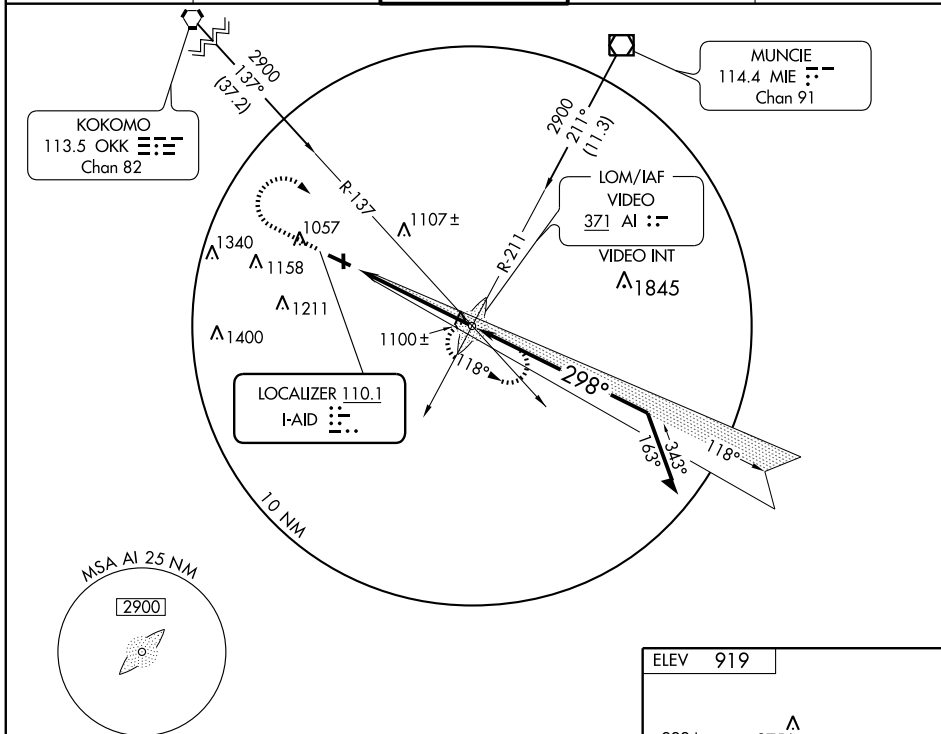
LOC I-AID 110.1	APP CRS 298°	Rwy Idg TDZE Apt Elev	5312 919 919
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ILS or LOC RWY 30

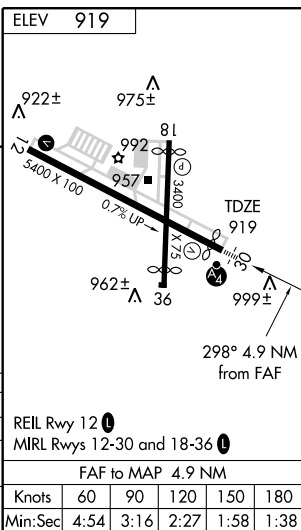
ANDERSON MUNI-DARLINGTON FIELD (A1D)

<p>▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet.</p> <p>▲</p>	<p>MALSIF</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 heading 030° and OKK VORTAC R-137 to VIDEO LOM/Int and hold.</p>
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AWOS-3 118.375	INDIANAPOLIS CENTER 120.65 317.8	ANDERSON TOWER ★ 126.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 30		1205-1	286 (300-1)	
S-LOC 30	1360-1	441 (500-1)	1360-1½ 441 (500-1½)	1360-1½ 441 (500-1½)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)



LOM AI 371	APP CRS 299°	Rwy Idg TDZE Apt Elev	5312 919 919
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NDB RWY 30

ANDERSON MUNI-DARLINGTON FIELD (A1D)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 ft, and increase S-30 Cat C/D visibility ¼ mile.

▲

MALSF

▲

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct VIDEO LOM and hold.

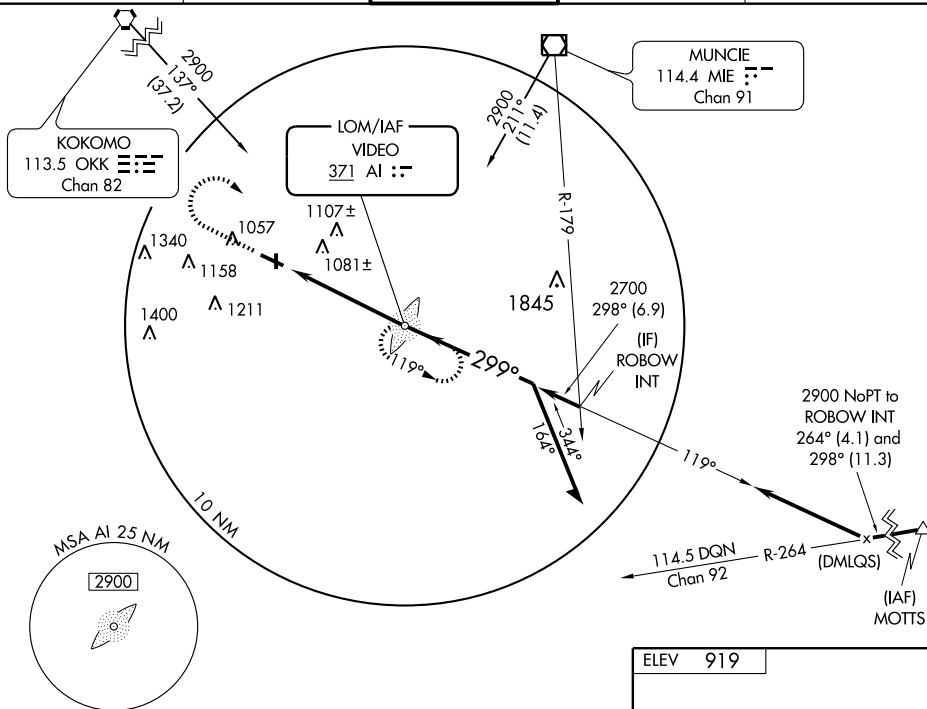
AWOS-3
118.375

INDIANAPOLIS CENTER
120.65 317.8

ANDERSON TOWER ★
126.0 (CTAF) 0

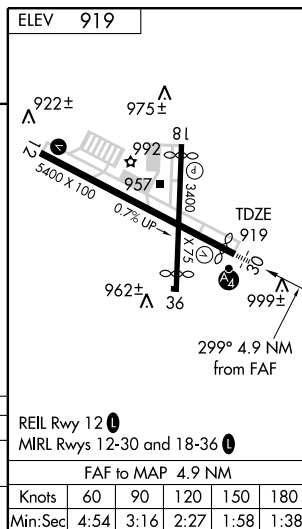
GND CON
121.6

UNICOM
122.95



2000
2900
AI
371

LOM
119°
Remain within 10 NM
2900
299°
2700
3.35°
TCH 47



REIL Rwy 12 0
MIRL Rws 12-30 and 18-36 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

WAAS CH 56415 W30A	APP CRS 298°	Rwy Idg TDZE Apt Elev	5312 919 919
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RNAV (GPS) RWY 30

ANDERSON MUNI-DARLINGTON FIELD (A1D)

⚠

Circling to Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

⚠

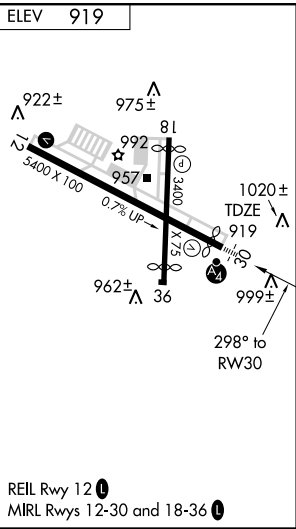
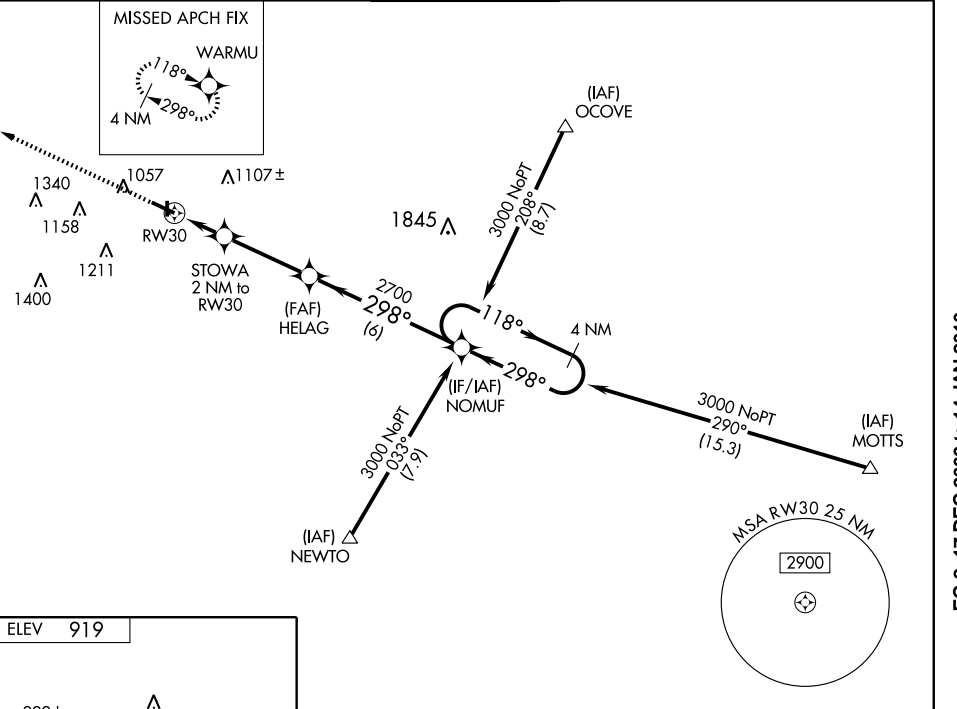
Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MALSF

=

MISSED APPROACH: Climb to 3000 direct WARMU and hold.

AWOS-3 118.375	INDIANAPOLIS CENTER 120.65 317.8	ANDERSON TOWER ★ 126.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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3000

↑

WARMU

✦

*LNAV only

STOWA

2 NM to RW30

HELAG

✕

NOMUF

4 NM Holding Pattern

118° →

← 298°

3000

1600*

2700

GS 3.00°

TCH 48

2 NM

3.4 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1234-1		315 (400-1)	
LNAV/VNAV DA	1367-1½		448 (500-1½)	
LNAV MDA	1280-1 361 (400-1)			1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

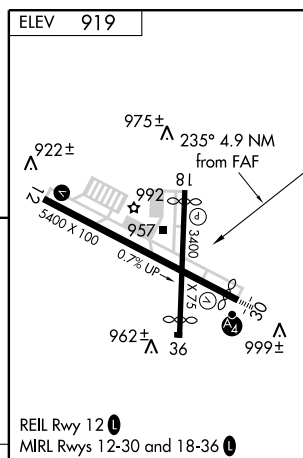
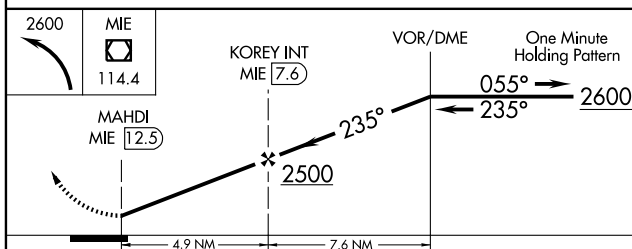
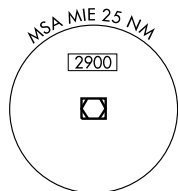
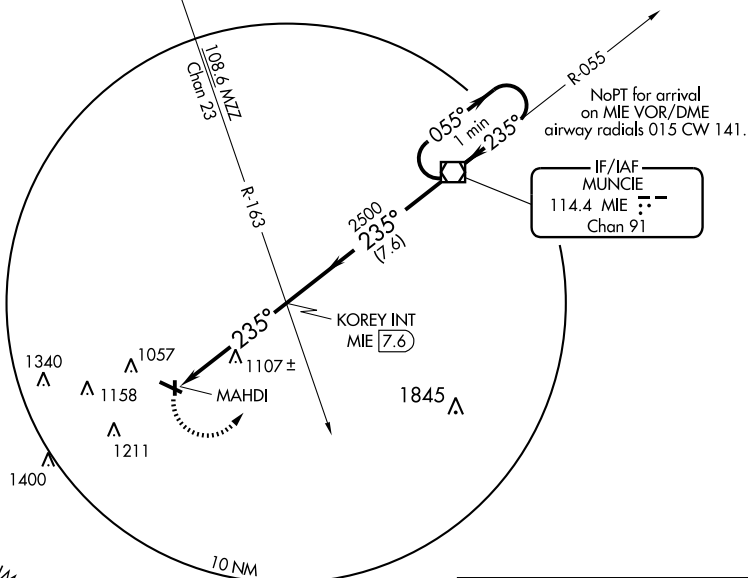
REIL Rwy 12 0

MIRL Rwy 12-30 and 18-36 0

ANDERSON MUNI-DARLINGTON FIELD (AID)

VOR-A

MISSED APPROACH: Climbing left turn to 2600 direct MIE VOR/DME and hold.

UNICOM
122.95

CATEGORY	A	B	C	D	FAF to MAP 4.9 NM					
CIRCLING	1420-1 501 (600-1)		1420-1½ 501 (600-1½)	1500-2 581 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:54	3:16	2:27	1:58	1:38

NDB ANQ	APP CRS	Rwy Idg	4000
<u>347</u>	044°	TDZE	990
		Apt Elev	995

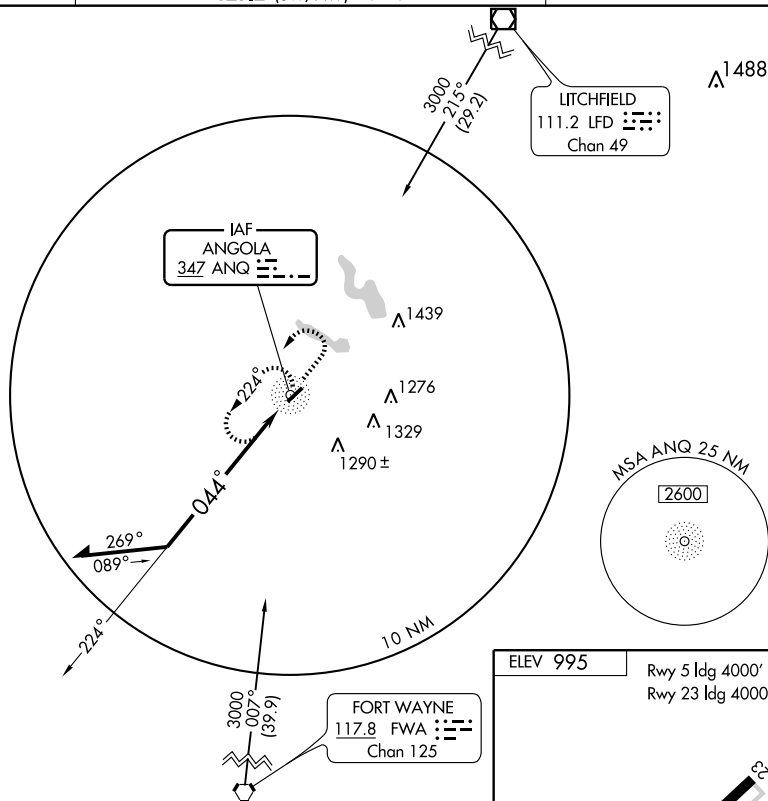
NDB RWY 5
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

ANA

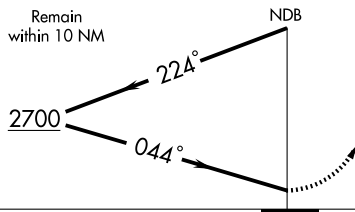
MISSED APPROACH: Climb to 2700 then left turn direct ANQ NDB and hold.

AWOS-3
118.175

FORT WAYNE APP CON
132.15 (SE/NE) **284.6**
127.2 (SW/NW) **284.6**

UNICOM
123.075 (CTAF) **L**

Remain
within 10 NM



2700

ANQ

ELEV 995

Rwy 5 ldg 4000'
Rwy 23 ldg 4000'

TDZE

990/

K

044

ANQ

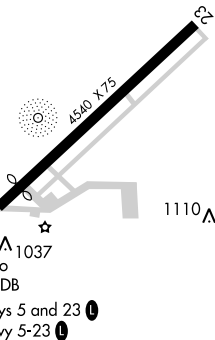
REIL P

MIRL

--	--

	Knots
--	-------

Min-S



CATEGORY	A	B	C	D
S-5	1560-1	570 (600-1)	1560-1½ 570 (600-1½)	NA
CIRCLING	1560-1	565 (600-1)	1560-1½ 565 (600-1½)	NA

APP CRS
052°

Rwy Idg	4000
TDZE	990
Apt Elev	995

RNAV (GPS) RWY 5

ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

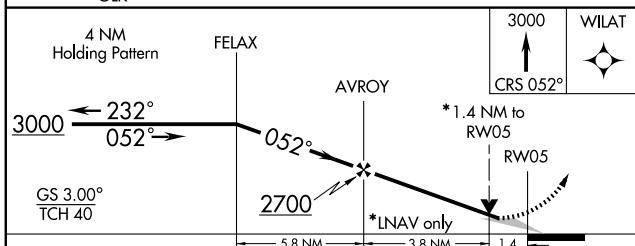
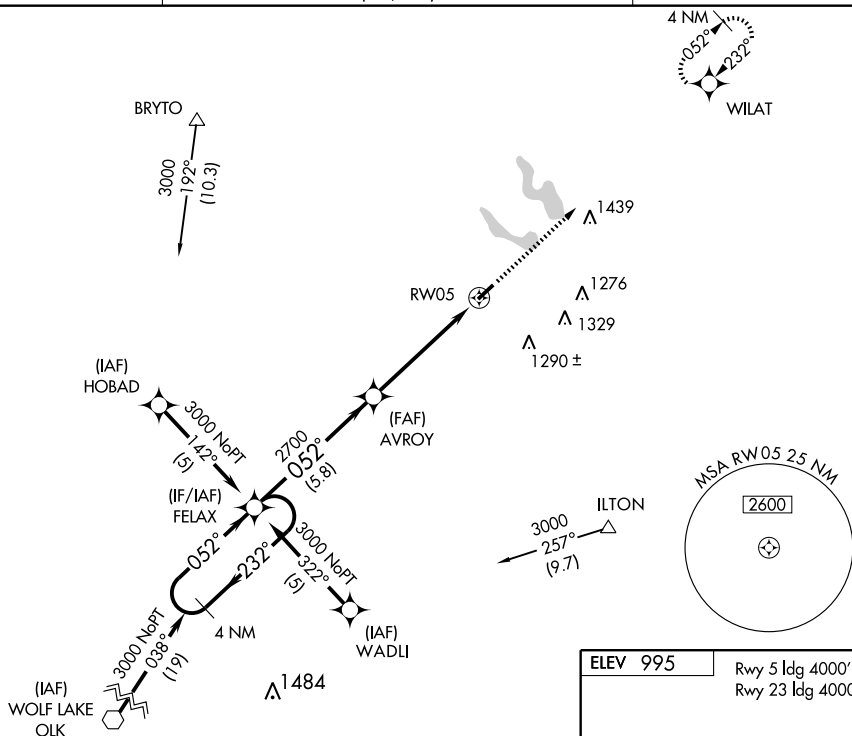
ANA

BARO-VNAV NA below -17°C (1°F).
GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

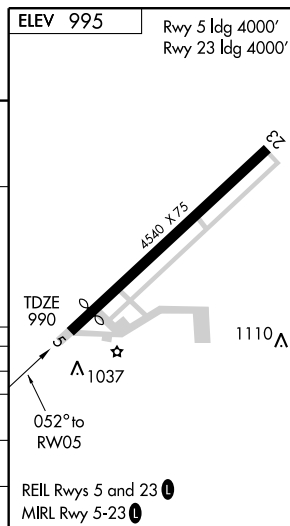
MISSED APPROACH: Climb to 3000 via 052° course to WILAT WP and hold.

AWOS-3
118.175

FORT WAYNE APP CON
132.15 (SE/NE) **284.6**
127.2 (SW/NW) **284.6**

UNICOM
123.075 (CTAF) **L**

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1400 - 1½ 410(500-1½)			NA
LNAV MDA	1460 - 1	470(500-1)	1460 - 1¼ 470(500-1¼)	NA
CIRCLING	1520 - 1½ 525(600-1½)			NA



APP CRS
232°Rwy ldg
TDZE
Apt Elev
4000
995
995

RNAV (GPS) RWY 23

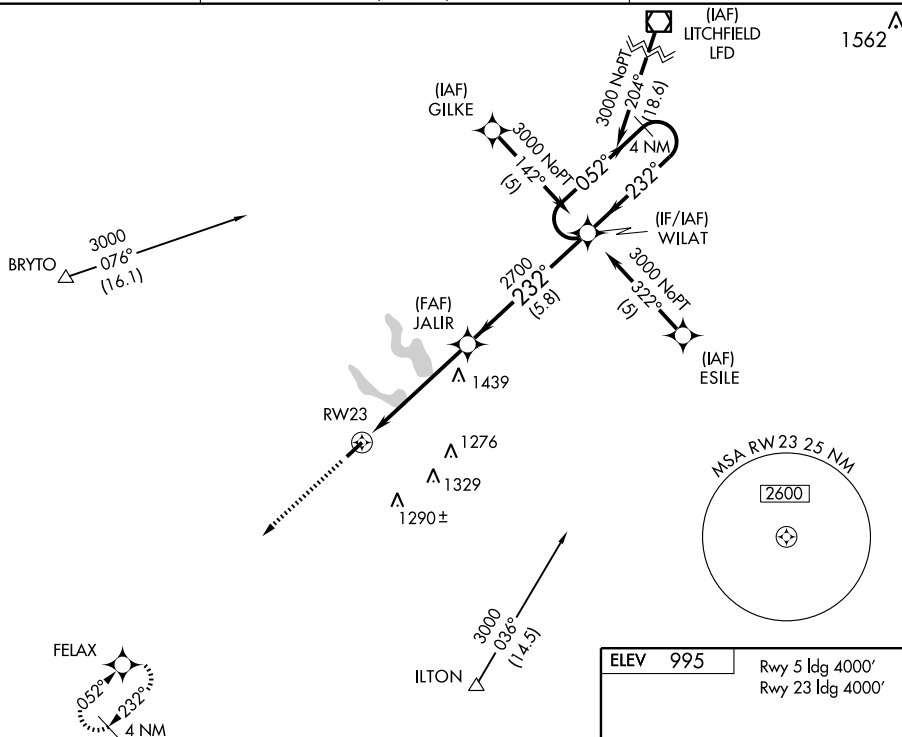
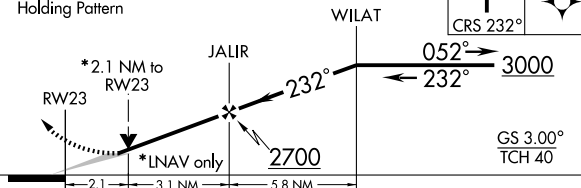
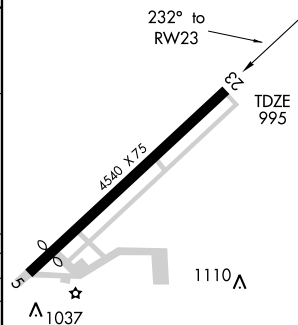
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)



BARO-VNAV NA below -17°C (1°F).

GPS or RNP-0.3 required.

DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 232° course
to FELAX WP and hold.AWOS-3
118.175FORT WAYNE APP CON
132.15 (SE/NE) **284.6**
127.2 (SW/NW) **284.6**UNICOM
123.075 (CTAF) **0**4 NM
Holding PatternELEV 995 Rwy 5 ldg 4000'
Rwy 23 ldg 4000'REIL Rwy 5 and 23 **0**
MIRL Rwy 5-23 **0**

LOC DME I-GWB 108.75 Chan 24 (Y)	APP CRS 274°	Rwy Idg 5000 TDZE 880 Apt Elev 880
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ILS or LOC RWY 27

AUBURN / DE KALB COUNTY (GWB)

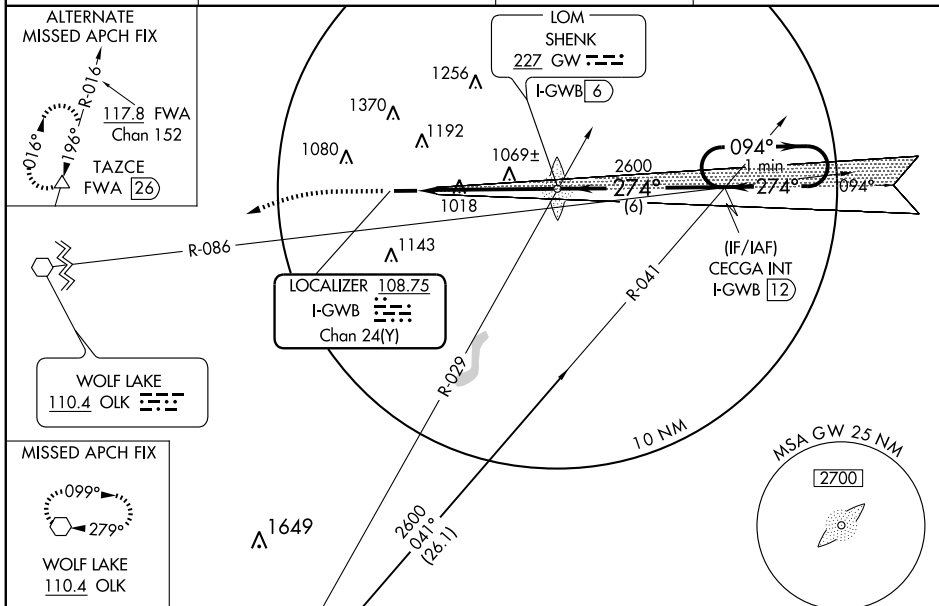
NA When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, when using Fort Wayne Intl altimeter setting increase S-ILS 27 all Cats visibility to 1. VDP NA when using Fort Wayne Intl altimeter setting.

MALSR

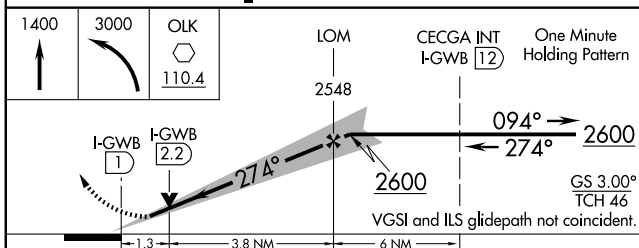


MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct OLK VOR and hold.

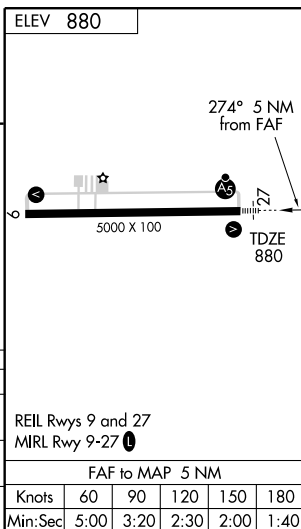
AWOS-3 124.15	FORT WAYNE APP CON 127.2 284.6	CLNC DEL 126.6	UNICOM 123.0 (CTAF) 0
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FWA VORTAC R-041 and OLK VOR R-086 should be used to identify CECA INT intersection.



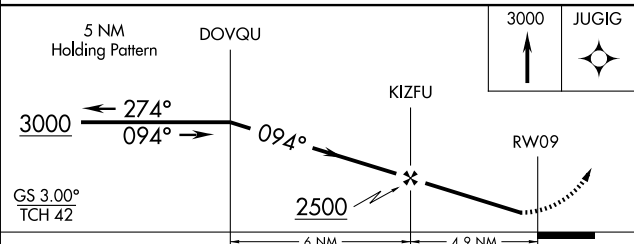
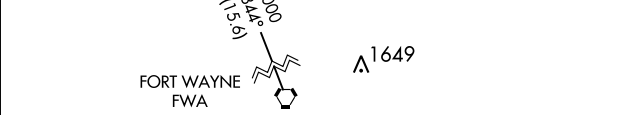
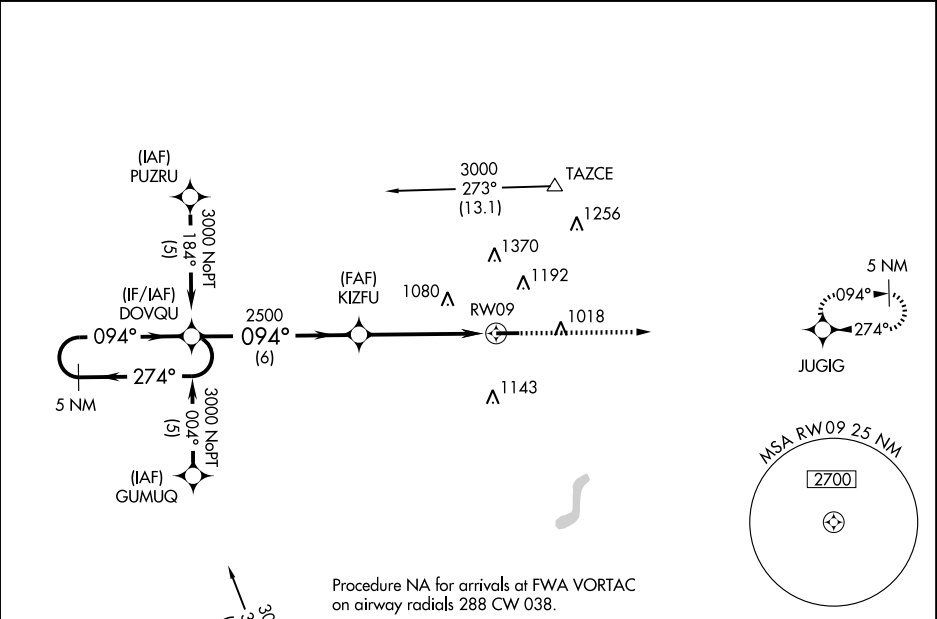
CATEGORY	A	B	C	D
S-ILS 27	1080-1/2	200 (200-1/2)		
S-LOC 27	1320-1/2	440 (500-1/2)	1320-3/4 440 (500-3/4)	1320-1 440 (500-1)
CIRCLING	1320-1 440 (500-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2 1/4 680 (700-2 1/4)



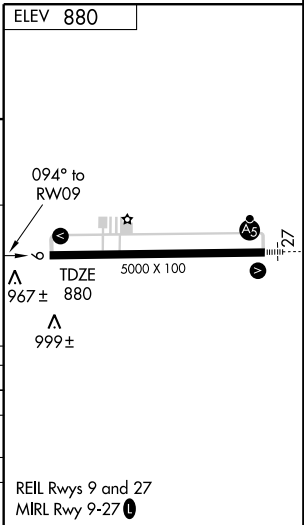
WAAS CH 40201 W09A	APP CRS 094°	Rwy Idg 5000 TDZE 880 Apt Elev 880
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RNAV (GPS) RWY 9
AUBURN / DE KALB COUNTY (GWB)

<div><div>▼</div><div>▲</div><div>NA</div></div>	If local altimeter setting or received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reductions by helicopters NA. DME/DME RNP-0.3 NA.			MISSED APPROACH: Climb to 3000 direct JUGIG and hold.
AWOS-3 124.15	FORT WAYNE APP CON 127.2 284.6		CLNC DEL 126.6	UNICOM 123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1182-1 302 (400-1)			
LNAV/VNAV DA	1237-1 ¼ 357 (400-1 ¼)			
LNAV MDA	1220-1 340 (400-1)			
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2 ¼ 680 (700-2 ¼)



▼

▲ NA

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA 60 feet, LNAV/VNAV DA 180 feet, and all MDAs 60 feet. VDP and Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1, and Cat D visibility to 1½. Inoperative table does not apply to LPV. DME/DME RNP-0.3 NA.

MALSR

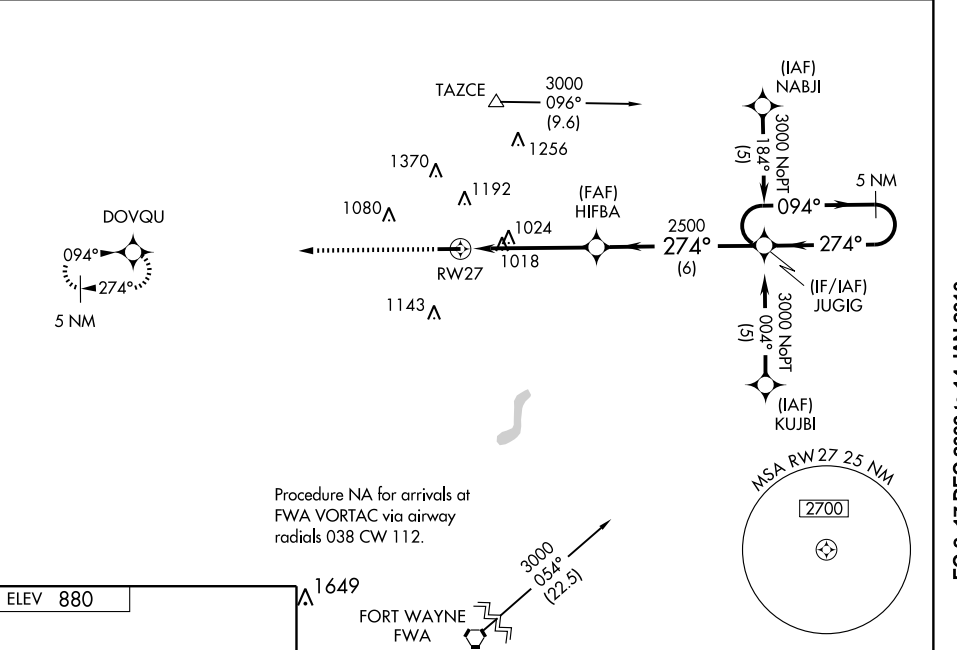
⋮

⦿

A5

MISSED APPROACH:
Climb to 3000 direct
DOVQU and hold.

AWOS-3 124.15	FORT WAYNE APP CON 127.2 284.6	CLNC DEL 126.6	UNICOM 123.0 (CTAF) 0
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ELEV 880

3000

DOVQU

VGSI and RNAV glidepath not coincident.

3000

054°

(22.5)

1649

FWA

274° to RW27

5000 X 100

TDZE 880

937 ±

1.1

3.8 NM

6 NM

1.1 NM to RW27

* LNAV only.

274°

094°

3000

2500

5 NM Holding Pattern

GS 3.00°

TCH 46

CATEGORY	A	B	C	D
LPV DA	1130-¾ 250 (300-¾)			
LNAV/VNAV DA	1207-¾ 327 (400-¾)			
LNAV MDA	1280-¾ 400 (400-¾)			1280-1 400 (400-1)
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2 ¼ 680 (700-2 ¼)

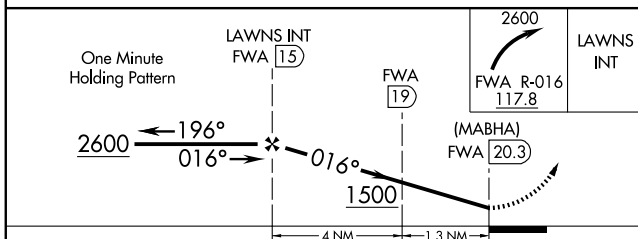
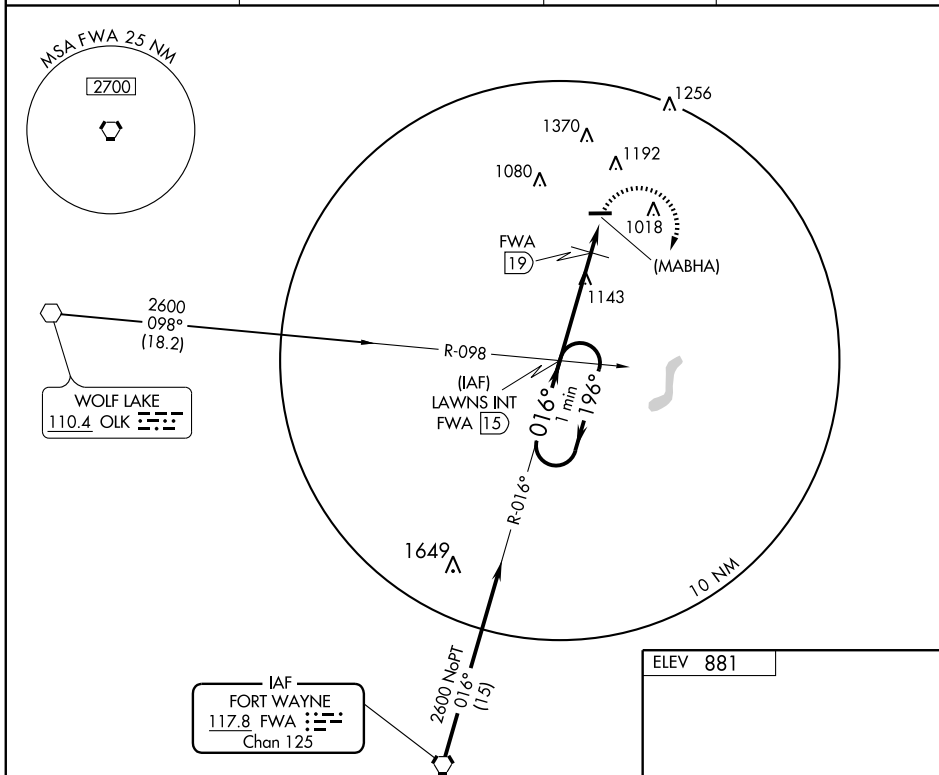
REIL Rwy 9 and 27
MIRL Rwy 9-27 0

VORTAC FWA 117.8 Chan 125	APP CRS 016°	Rwy Idg TDZE Apt Elev N/A N/A 881
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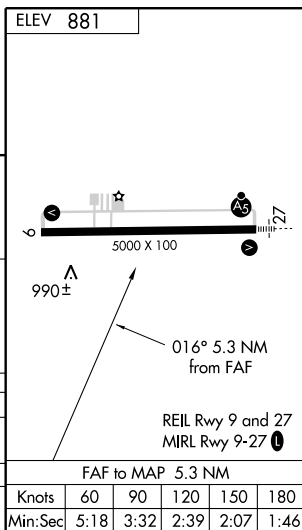
VOR or GPS-A

AUBURN / DE KALB COUNTY (GWB)

NA Use Fort Wayne altimeter setting.		MISSED APPROACH: Climbing right turn to 2600 via FWA R-016 to LAWNS Int and hold.	
AWOS-3 124.15	FORT WAYNE APP CON 127.2 284.6	CLNC DEL 126.6	UNICOM 123.0 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	1500-1 619 (700-1)	1500-1¼ 619 (700-1¼)	1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)
DME MINIMUMS				
CIRCLING	1360-1 479 (500-1)	1360-1¼ 479 (500-1¼)	1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)



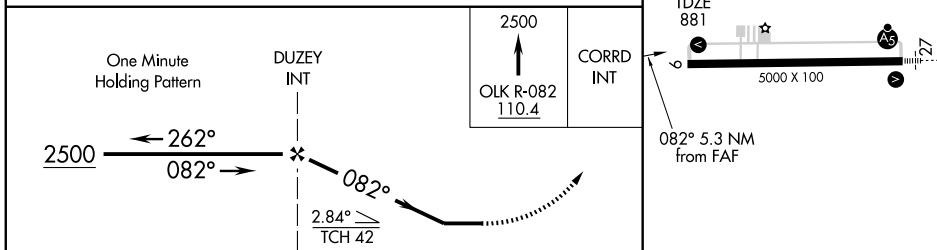
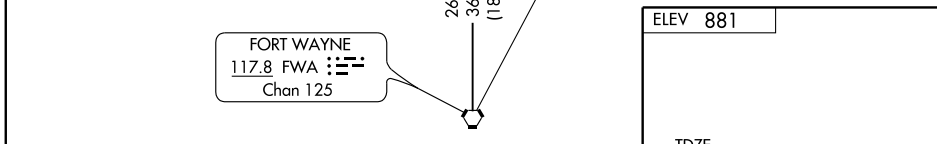
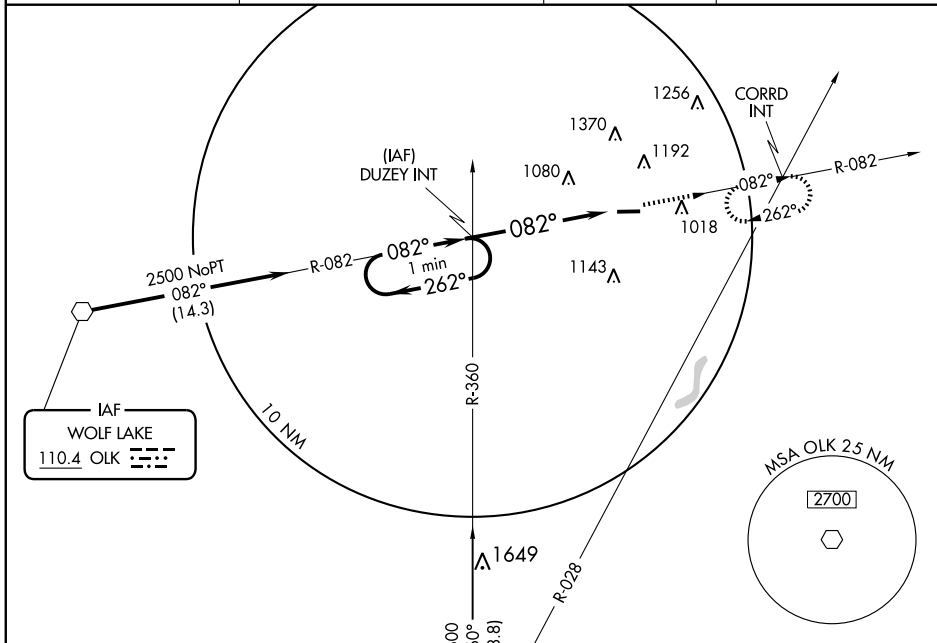
VOR OLK 110.4	APP CRS 082°	Rwy Idg TDZE Apt Elev	5000 881 881
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VOR RWY 9

AUBURN / DE KALB COUNTY (GWB)

  NA	Use Fort Wayne altimeter setting.	MISSED APPROACH: Climb to 2500 via OLK R-082 to CORR D Int and hold.
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AWOS-3 124.15	FORT WAYNE APP CON 127.2 284.6	CLNC DEL 126.6	UNICOM 123.0 (CTAF) 1
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			4.5 NM		0.8 NM									
CATEGORY	A		B		C		D		REIL Rwys 9 and 27 MIRL Rwy 9-27 1					
S-9	1360-1 479 (500-1)				1360-1¼ 479 (500-1¼)		1360-1½ 479 (500-1½)		FAF to MAP 4.5 NM					
CIRCLING	1360-1 479 (500-1)				1600-2 719 (800-2)		1600-2¼ 719 (800-2¼)		Knots	60	90	120	150	180
									Min:Sec	4:30	3:00	2:15	1:48	1:30

APP CRS 131°	Rwy Idg TDZE Apt Elev	4501 721 728
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GPS RWY 13

BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

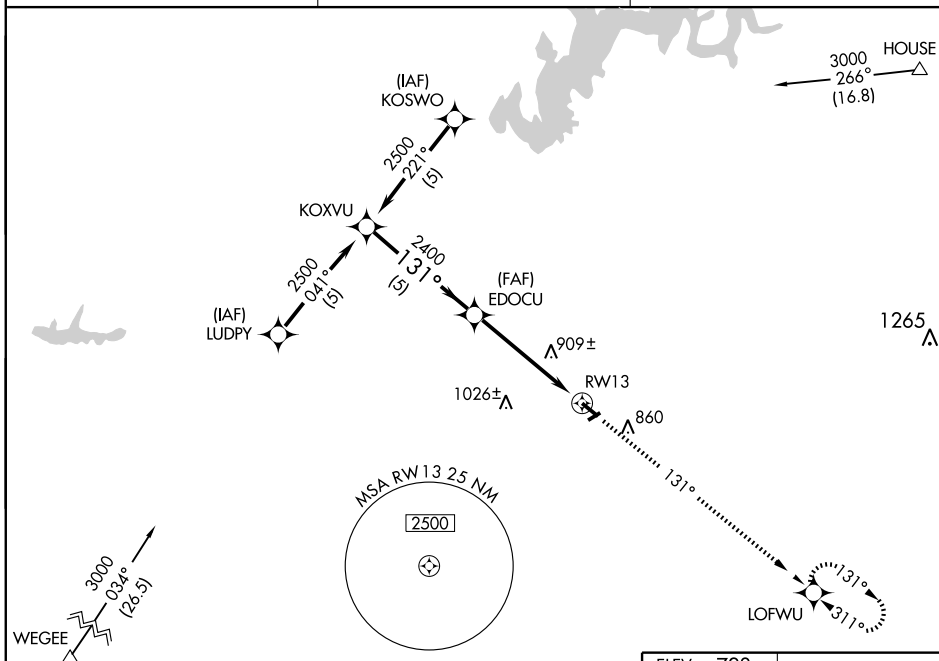
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 via course 131° to LOFWU WP and hold.

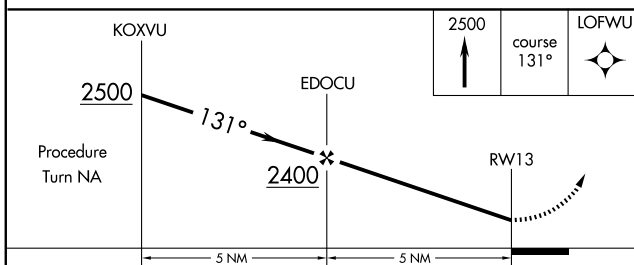
AWOS-3
119.125

INDIANAPOLIS CENTER
124,775 269,45

UNICOM
122.8 (CTAF) **L**

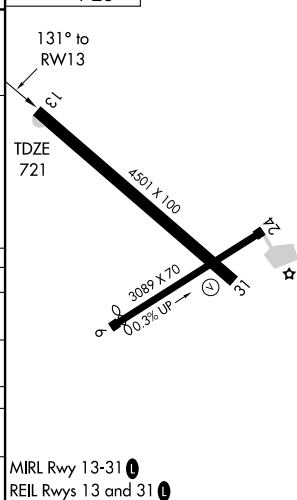


EC-2, 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
S-13	1160-1 439 (500-1)		1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1 579 (600-1)		1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2 ¼ 672 (700-2¼)

ELEV	728
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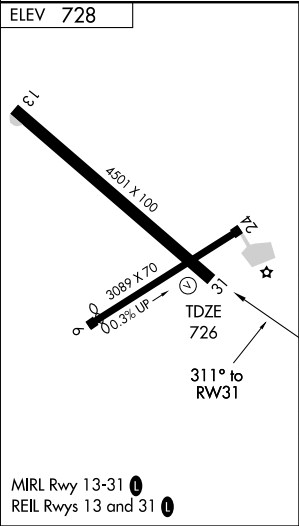
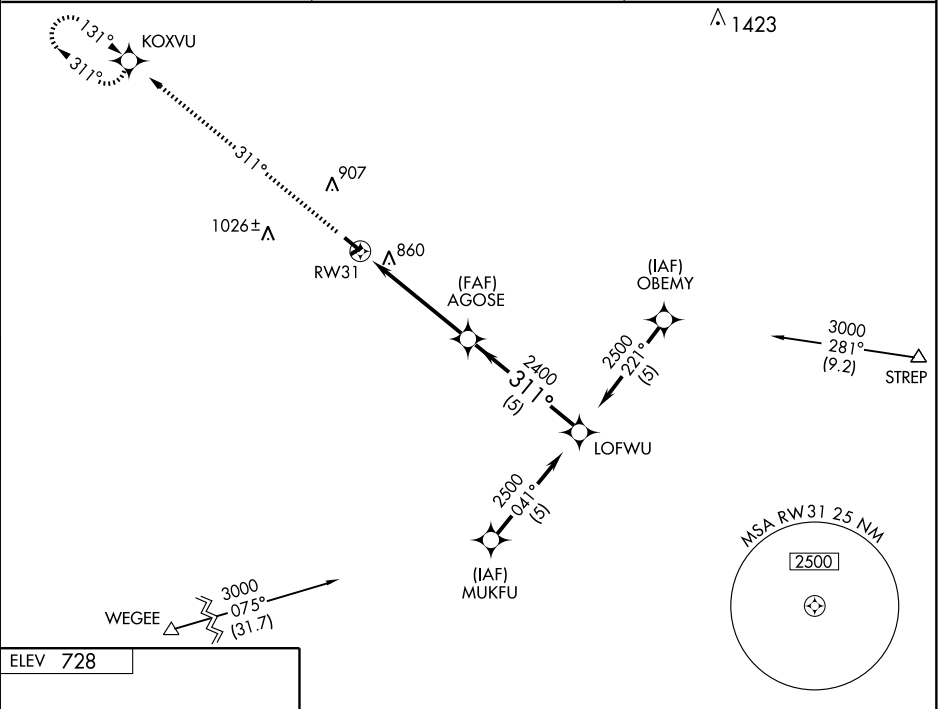
APP CRS	Rwy Idg	4501
311°	TDZE	726
	Apt Elev	728

GPS RWY 31

BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

NA	Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.	MISSED APPROACH: Climb to 2500 via 311° course to KOXVU WP and hold.
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AWOS-3 119.125	INDIANAPOLIS CENTER 124.775 269.45	UNICOM 122.8 (CTAF)
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	2500	course 311°	KOXVU		LOFWU
				AGOSE	2500
				2400	Procedure Turn NA
				5 NM	5 NM
CATEGORY	A	B	C	D	
S-31	1160-1	434 (500-1)	1160-1½ 434 (500-1¼)	1160-1½ 434 (500-1½)	
CIRCLING	1220-1	492 (500-1)	1220-1½ 492 (500-1½)	1280-2 552 (600-2)	
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS					
S-31	1300-1	574 (600-1)	1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)	
CIRCLING	1360-1	632 (700-1)	1360-1¾ 632 (700-1¾)	1400-2¼ 674 (700-2¼)	

VORTAC OOM
110.2
Chan 39

APP CRS
159°

Rwy Idg
TDZE
Apt Elev

4501
721
728

VOR/DME RWY 13

BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

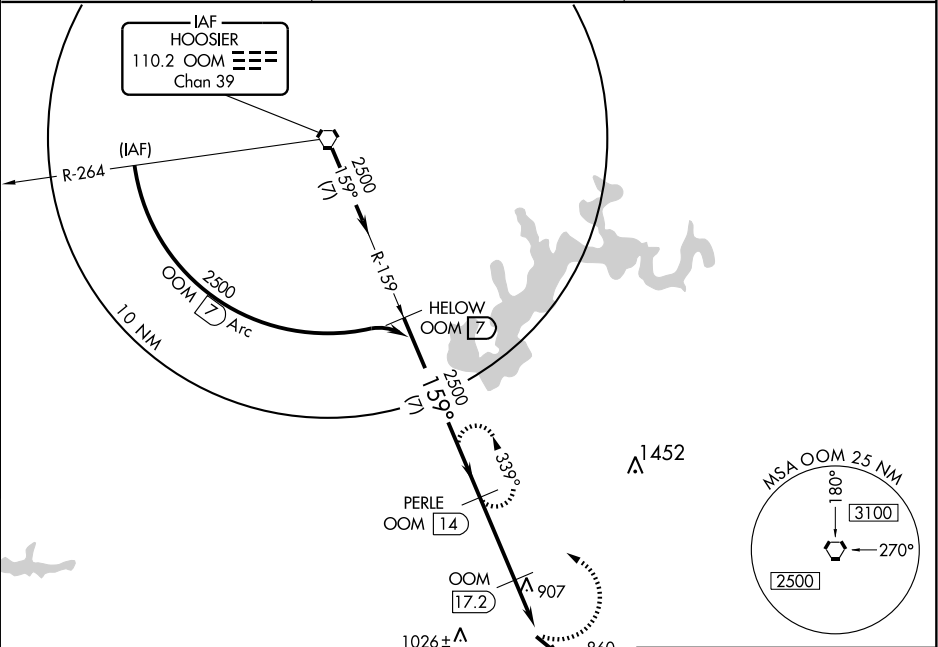
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via OOM R-159 to PERLE 14 DME and hold.

AWOS-3
119.125

INDIANAPOLIS CENTER
124.775 269.45

UNICOM
122.8 (CTAF) 0



HELOW OOM 7

PERLE OOM 14

OOM 17.2

OOM 19.4

2500

159°

2500

Procedure Turn NA

* 1440 when using Indianapolis Intl altimeter setting.

* 1300

7 NM

3.2 NM

2.2 NM

2500

PERLE OOM 14

OOM R-159 110.2

159° 5.4 NM from FAF

TDZE 721

4501 x 100

3089 x 70

00.3% UP

31

☆

CATEGORY	A	B	C	D
S-13	1160-1 439 (500-1)	1160-1½ 439 (500-1¼)	1160-1½ 439 (500-1½)	1160-1½ 439 (500-1½)
CIRCLING	1220-1 492 (500-1)	1220-1½ 492 (500-1½)	1280-2 552 (600-2)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1 579 (600-1)	1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1 632 (700-1)	1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)	1400-2¼ 672 (700-2¼)

MIRL Rwy 13-31 0
REIL Rwy 13 and 31 0

VORTAC OOM
110.2
Chan **39**

APP CRS
338°

Rwy Idg
TDZE **4501**
Apt Elev **728**

VOR/DME RWY 31

BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

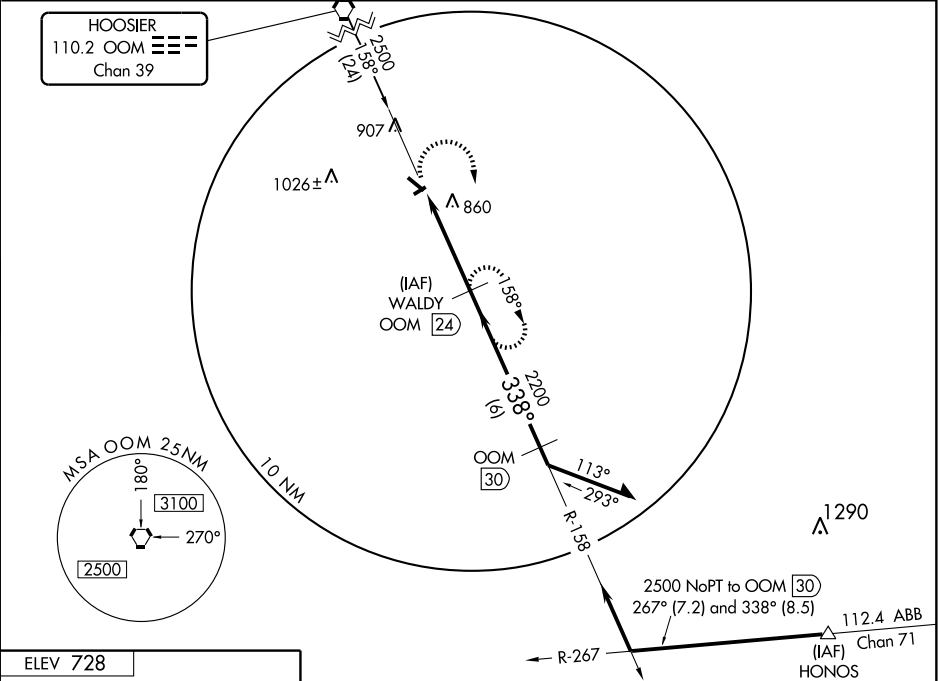
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OOM R-158 to WALDY OOM 24 DME and hold.

AWOS-3
119.125

INDIANAPOLIS CENTER
124.775 269.45

UNICOM
122.8 (CTAF)



ELEV 728

MIRL Rwy 13-31 REIL Rwy 13 and 31

4501 X 100

3089 X 70

00.3% UP

TDZE 726

338° 4 NM from FAF

2500 WALDY OOM 24

OOM R-158 110.2

WALDY OOM 24

158°

338°

2200

2500

2500

4 NM

6 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1½ 434 (500-1½)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)

INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS

S-31	1300-1 574 (600-1)	1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)	1360-1¾ 632 (700-1¾)	1400-2 672 (700-2¾)

AIRPORT DIAGRAM

AL-5168 (FAA)

BLOOMINGTON / MONROE COUNTY (BMG)
BLOOMINGTON, INDIANA

ASOS
110.2
BLOOMINGTON TOWER*
120.775
GND CON
121.9

FIELD
ELEV
846

L1

A1

39°09.5'N

174.9°

A

A2



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

A3

A3

39°09.0'N

6500 X 150

A

A4

913

CONTROL
TOWER
917

A5

RWY 6-24
S35, D50
RWY 17-35
S68, D121, ST160, DT169

354.9°

ELEV
841

B

B1

A2

39°08.5'N

ELEV
35

837

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

LAHSO

3798 X 100

B

B3

C

064.9°


ELEV
832

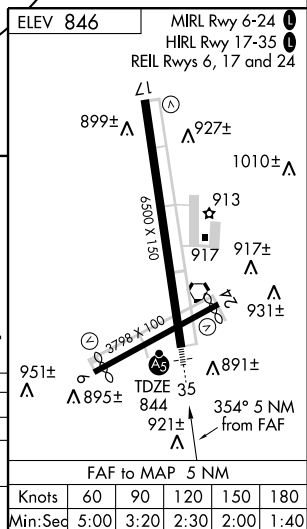
86°37.5'W

86°37.0'W

86°36.5'W

ILS or LOC/DME RWY 35
BLOOMINGTON / MONROE COUNTY (BMG)

<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OOM VORTAC and hold.</p>
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UNICOM
122.95

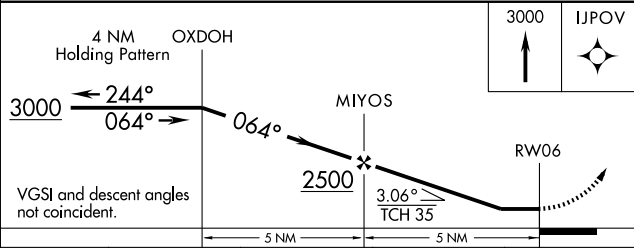
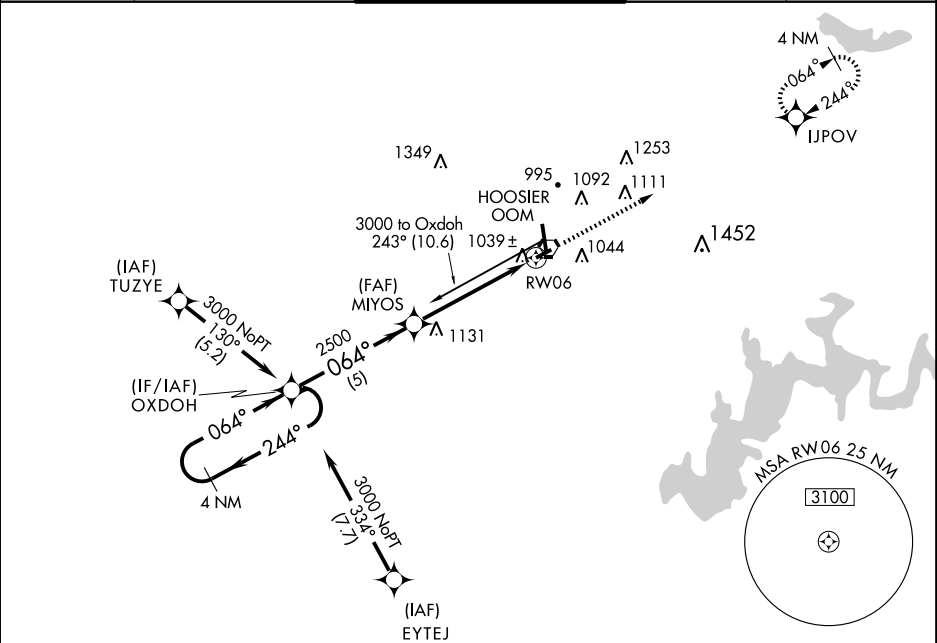
APP CRS	Rwy Idg	3494
064°	TDZE	841
	Apt Elev	846

RNAV (GPS) RWY 6

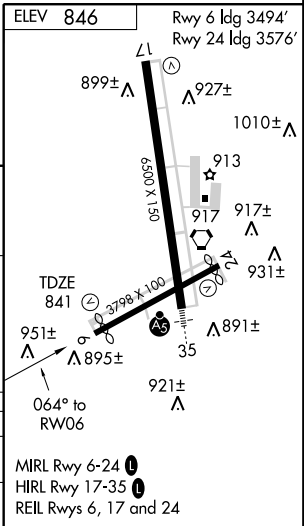
BLOOMINGTON / MONROE COUNTY (BMG)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct IJPOV WP and hold.
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ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LNNAV MDA	1300-1 459 (500-1)		1300-1½ 459 (500-1½)	1300-1½ 459 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)



WAAS CH 56412 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	6500 845 845
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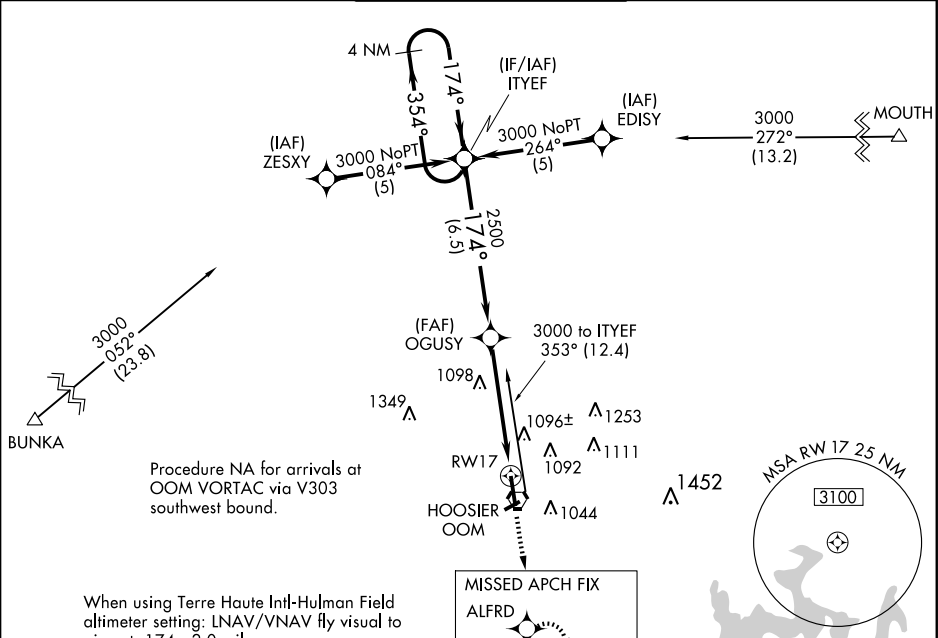
RNAV (GPS) RWY 17

BLOOMINGTON / MONROE COUNTY (BMG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat C visibility ½ mile, LNAV/VNAV Cat D and Circling D visibility ¼ mile.

▲ MISSED APPROACH: Climb to 3000 direct ALFRD and hold.

ASOS 110.2	HULMAN APP CON * 128.025 339.8	BLOOMINGTON TOWER * 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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When using Terre Haute Intl-Hulman Field altimeter setting: LNAV/VNAV fly visual to airport, 174 - 2.0 miles.

4 NM Holding Pattern ITYEF

3000 354° 174°

OGUSY 2500 174°

6.5 NM 3.4 NM 1.6 NM

GS 3.00° TCH 40

* 1.6 NM to RW17

3000 ALFRD * LNAV only

CATEGORY	A	B	C	D
LPV DA	1229-1¼		384 (400-1¼)	
LNAV/ VNAV DA	1404-2		559 (600-2)	
LNAV MDA	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-1¾ 555 (600-1¾)
CIRCLING	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-2 555 (600-2)

ELEV 845

174° to RW17 TDZE 845

899± 927± 1010± 913 917± 931± 951± 895± 921±


DS1 X 0059 3798 X 100 35

MIRL Rwy 6-24 0 HIRL Rwy 17-35 0 REIL Rws 6, 17 and 24

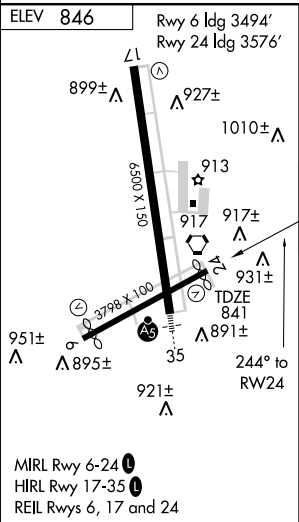
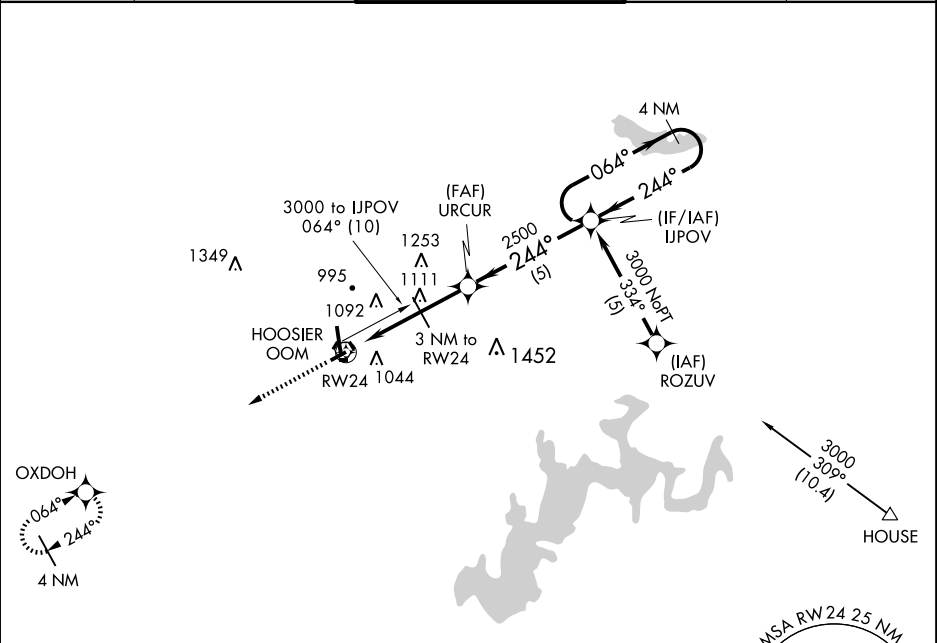
APP CRS	Rwy ldg	3576
244°	TDZE	841
	Apt Elev	846

RNAV (GPS) RWY 24

BLOOMINGTON / MONROE COUNTY (BMG)

 NA	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct OXDOH WP and hold.
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ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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3000	OXDOH	URCUR	IJPOV	4 NM Holding Pattern
RWY 24				
3 NM to RWY 24				
2500				
1840 ≤ 3.06° TCH 31				
VGSI and descent angle not coincident.				
CATEGORY	A	B	C	D
LNNAV MDA	1320-1	479 (500-1)	1320-1¼ 479 (500-1¼)	1320-1½ 479 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

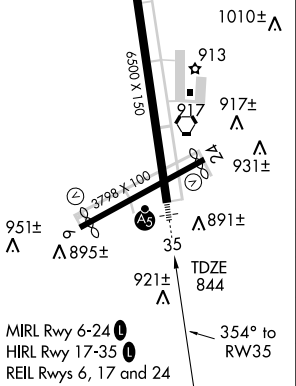
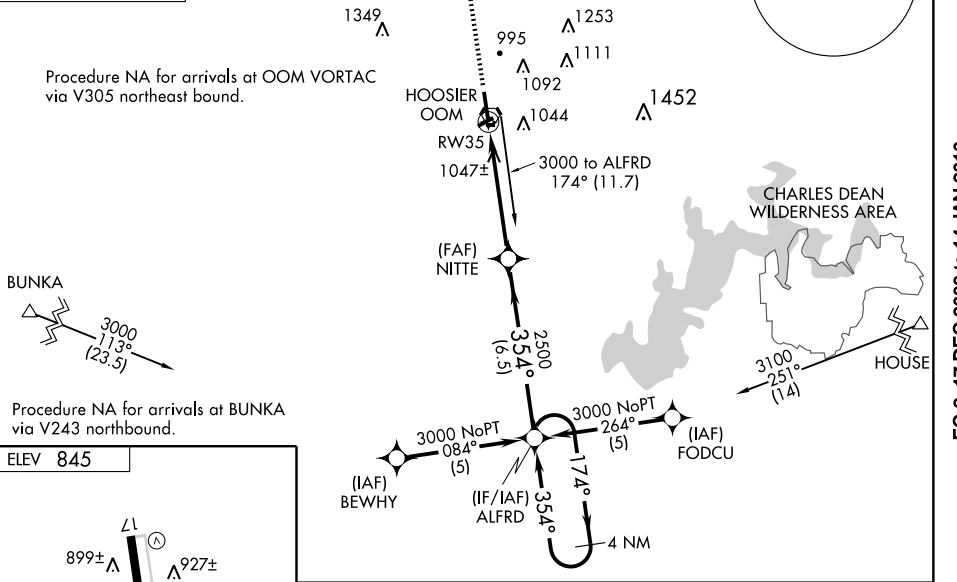
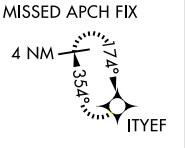
WAAS CH 72812 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	6500 844 845
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats and Circling C visibility ½ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

MALSR

MISSED APPROACH:
Climb to 3000 direct
ITYEF and hold.

ASOS 110.2	HULMAN APP CON★ 128.025 339.8	BLOOMINGTON TOWER★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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3000	ITYEF	NITTE	ALFRD	4 NM Holding Pattern
*LNAV only				
*1.3 NM to RW35				
RW35				
1.3 NM 3.7 NM 6.5 NM				
3000	174°	354°	3000	GS 3.00° TCH 50
CATEGORY				
A B C D				
LPV DA				
1044-½ 200 (200-½)				
LNAV/VNAV DA				
1344-1¼ 500 (500-1¼)				
LNAV MDA				
1300-½ 456 (500-½) 1300-¾ 456 (500-¾) 1300-1 456 (500-1)				
CIRCLING				
1380-1 535 (600-1) 1400-1 555 (600-1) 1400-½ 555 (600-½) 1400-2 555 (600-2)				

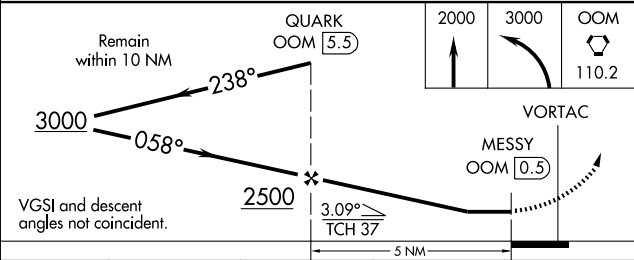
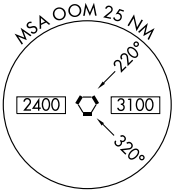
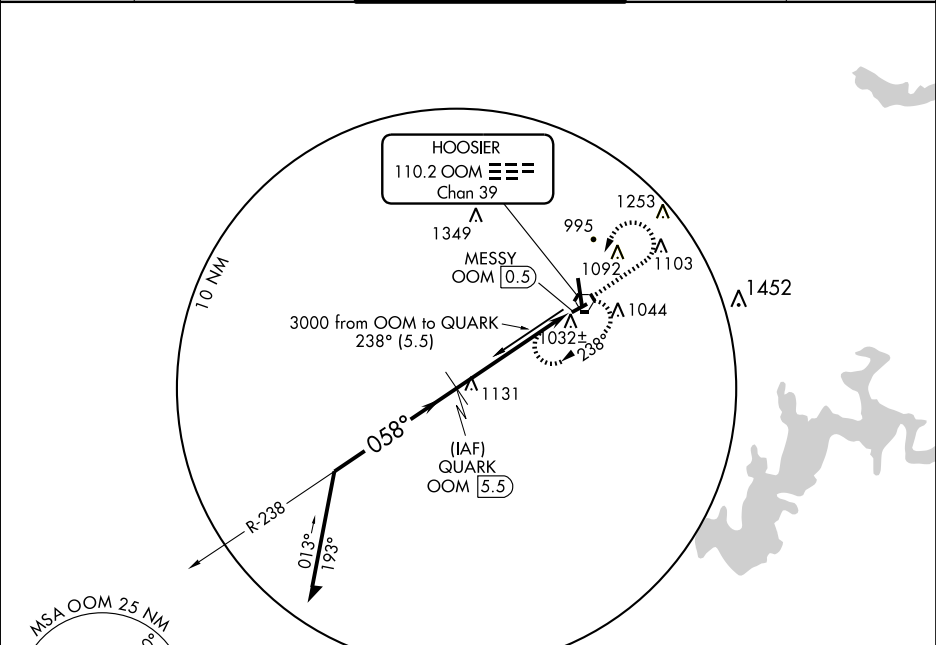
VORTAC OOM 110.2 Chan 39	APP CRS 058°	Rwy Idg TDZE 840 Apt Elev 846
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VOR/DME RWY 6

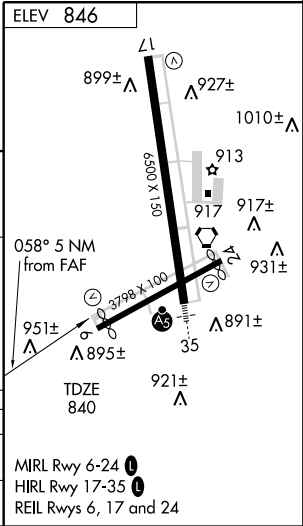
BLOOMINGTON / MONROE COUNTY (BMG)

<p>▼ ▲</p> <p>Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-6 Cat C, D and circling Cat D visibility ¼ mile, and circling Cat C visibility ½ mile.</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OOM VORTAC and hold.</p>
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ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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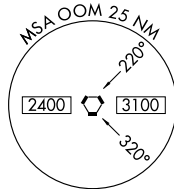


CATEGORY	A	B	C	D
S-6	1300-1	460 (500-1)	1300-1¼ 460 (500-1¼)	1300-1½ 460 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)



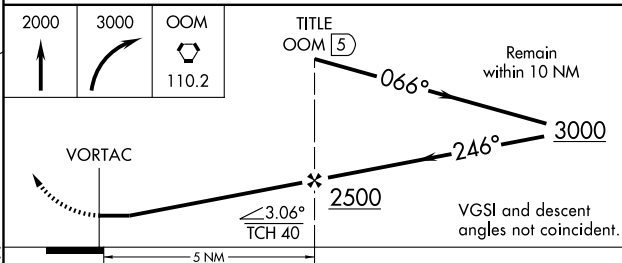
VOR/DME RWY 24
BLOOMINGTON / MONROE COUNTY (BMG)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOM VORTAC and hold.

UNICOM
122.95

EC-2, 17 DEC 2009 to 14 JAN 2010

MIRL Rwy 6-24 **L**
HIRL Rwy 17-35 **L**
REIL Rwy 6, 17 and 24



CATEGORY	A	B	C	D
S-24	1420-1	579 (600-1)	1420-1½ 579 (600-1½)	1420-1¾ 579 (600-1¾)
CIRCLING	1420-1	574 (600-1)	1420-1½ 574 (600-1½)	1420-2 574 (600-2)

MALS

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct OOM VORTAC and hold.

ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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12 NM

IAF HOOSIER 110.2 OOM Chan 39

1349 A

1253 A

995 A

1111 A

1092 A

1044 A

1452 A

1099± A

AYMEE OOM 4

2100 003° (8)

ELICA OOM 12

R-183

228° 048'

2600 NdbT OOM 12 Arc

R-264

(IAF) OPMUC OOM 12

MSA OOM 25 NM

2400 220° 320° 3100

Remain within 10 NM

VORTAC

1800 2600 OOM 110.2

2600 003° 2100 3.01° TCH 50 2.3 NM 1.5

ELEV 846

Rwy 6 ldg 3494' Rwy 24 ldg 3576'

899± A 927± A 1010± A 913 917± A 931± A 951± A 895± A 921± A 921± A

051 X 0055 031 X 100

TDZE 845

003° to OOM VORTAC

MIRL Rwy 6-24 HIRL Rwy 17-35 REIL Rws 6, 17 and 24

CATEGORY	A	B	C	D
S-35	1360-½ 515 (600-½)		1360-1 515 (600-1)	1360-1¼ 515 (600-1¼)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

Knots 60 90 120 150 180

Min:Sec

EC-2, 17 DEC 2009 to 14 JAN 2010

VORTAC OOM 110.2 Chn 39	APP CRS 169°	Rwy Idg 6500 TDZE 846 Apt Elev 846
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VOR RWY 17

BLOOMINGTON / MONROE COUNTY (BMG)



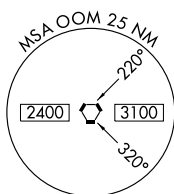
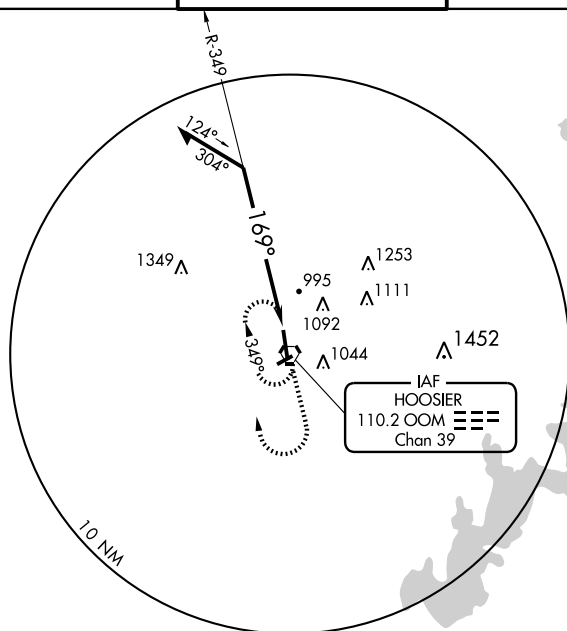
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

ASOS
110.2

HULMAN APP CON ★
128,025 339.8

BLOOMINGTON TOWER ★
120.775 (CTAF) **L**

GND CON
121.9

UNICOM
122.95

Remain
within 10 NM

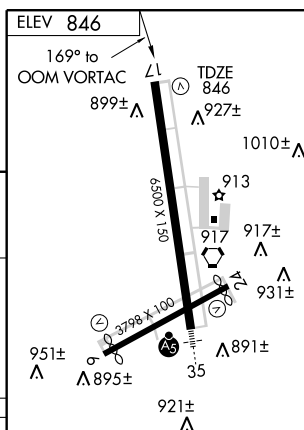
VORTAC

2500

1800

2500

OOM



CATEGORY	A	B	C	D
S-17	1500-1	654 (700-1)	1500-1 $\frac{3}{4}$ 654 (700-1 $\frac{3}{4}$)	1500-2 654 (700-2)
CIRCLING	1500-1	654 (700-1)	1500-1 $\frac{3}{4}$ 654 (700-1 $\frac{3}{4}$)	1500-2 654 (700-2)

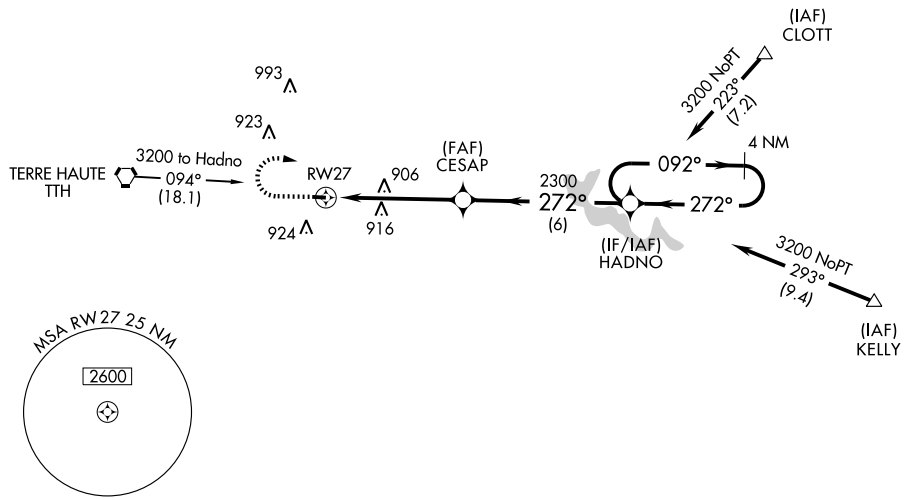
MIRL Rwy 6-24 **L**
HIRL Rwy 17-35 **L**
REIL Rwy 6, 17 and 24

APP CRS 272°	Rwy Idg TDZE Apt Elev	2499 645 645
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RNAV (GPS) RWY 27
BRAZIL CLAY COUNTY (ØI2)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Terre Haute altimeter setting.	MISSED APPROACH: Climb to 2300 then climbing right turn to 3200 direct HADNO WP and hold.
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HULMAN APP CON ★ 125.45 339.8	UNICOM 122.8 (CTAF)
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ELEV 645

Rwy 9 Idg 2321'
Rwy 27 Idg 2499'

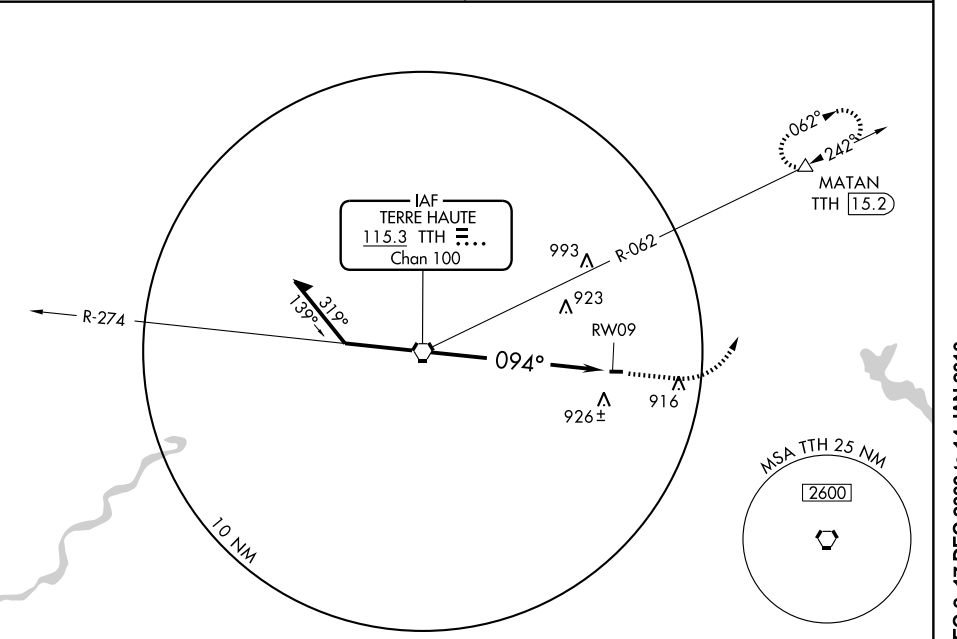
LURL Rwy 9-27

2300 3200 HADNO

CESAP

CATEGORY	A	B	C	D
LNAV MDA	1240-1 595 (600-1)		NA	
CIRCLING	1240-1 595 (600-1)		NA	

<div>V</div> <div>NA</div>	Use Terre Haute altimeter setting. Procedure not authorized at night. DME Required.	<div>MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 via TTH R-062 to MATAN/15.2 DME and hold.</div>
<div>HUMAN APP CON ★</div> <div>125.45 339.8</div>		<div>UNICOM</div> <div>122.8 (CTAF)</div>



ELEV 645

Rwy 9 Idg 2321'

Rwy 27 Idg 2499'

094° 6.8 NM from FAF

TDZE 645

2941 X 40

0.5% UP

27

2000

2700

TTH R-062 115.3

MATAN

Remain within 5 NM

VORTAC

274°

094°

2500

2500

RW09 TTH 6.8

6.8 NM

CATEGORY	A	B	C	D
S-9	1300-1 655 (700-1)		NA	
CIRCLING	1360-1 715 (800-1)		NA	

LIRL Rwy 9-27

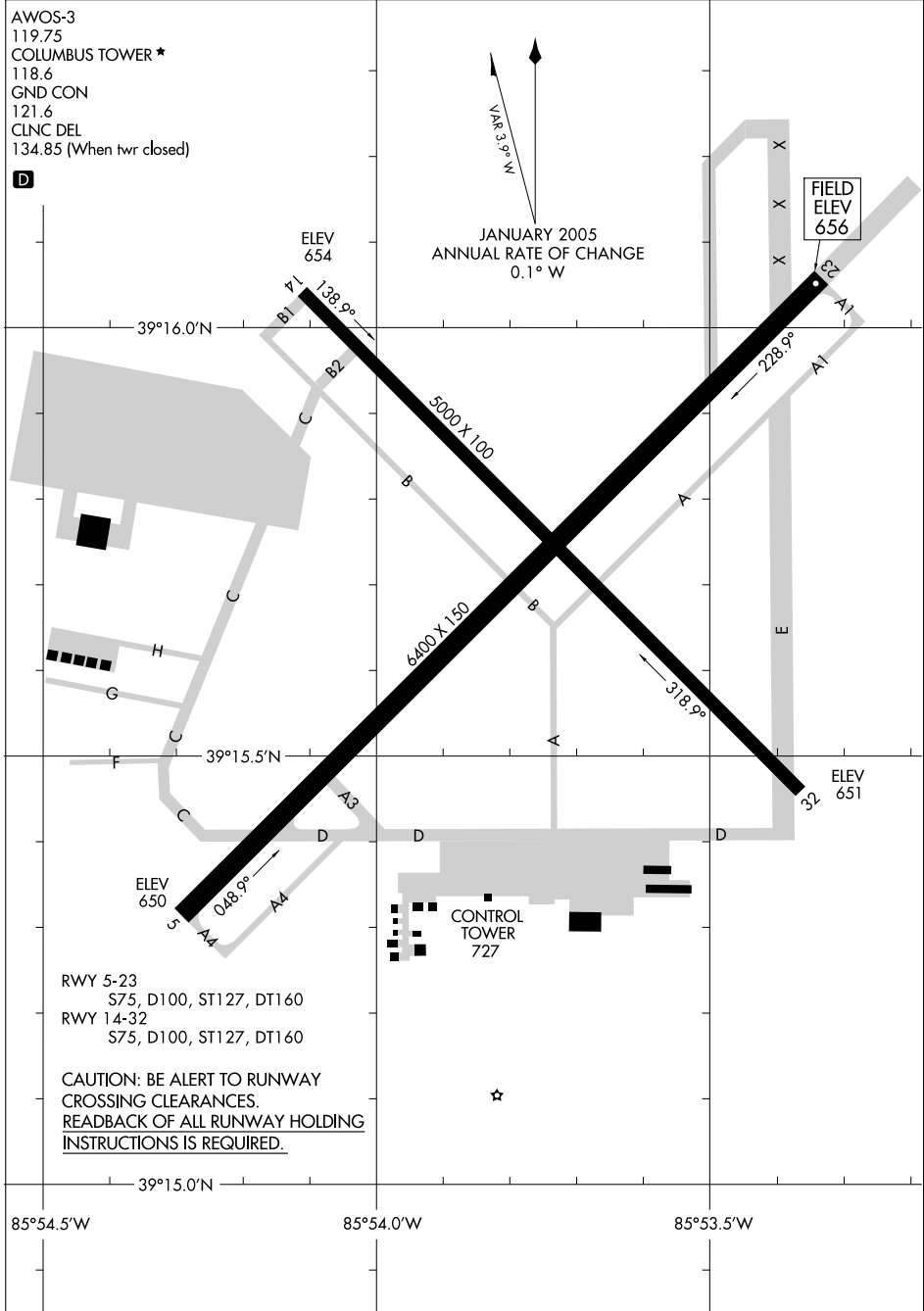
FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

AIRPORT DIAGRAM

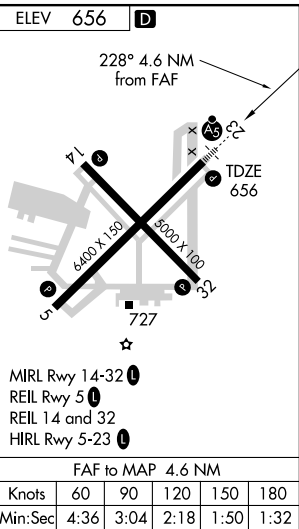
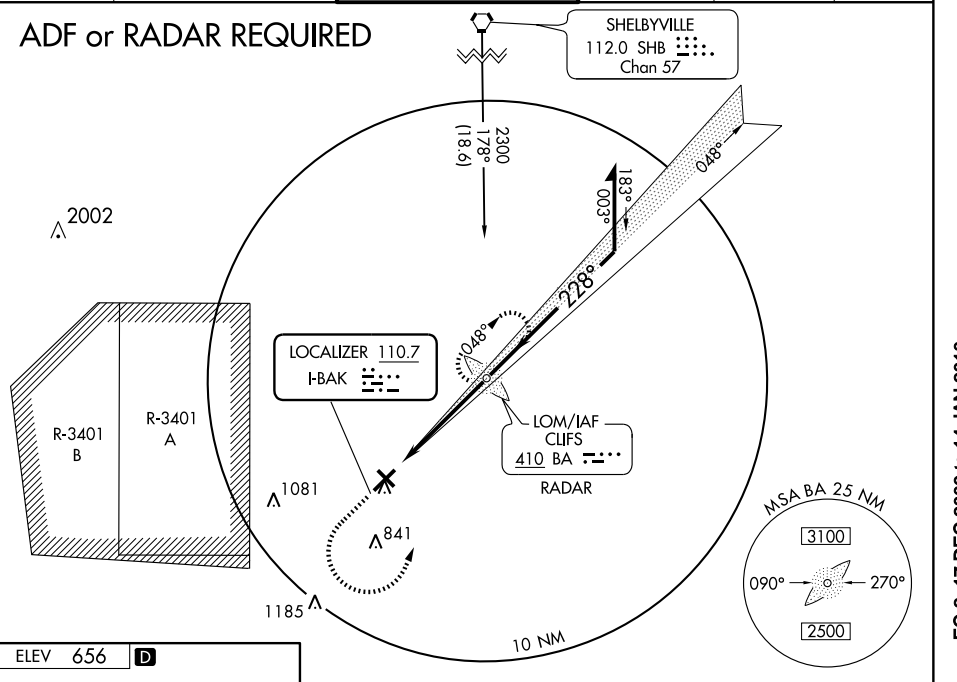
AL-594 (FAA)

COLUMBUS MUNI (BAK)
COLUMBUS, INDIANA



LOC I-BAK	APP CRS	Rwy Idg	6400
110.7	228°	TDZE	656
		Apt Elev	656

<div><div>A</div><div>When local altimeter not received, use Indianapolis Intl altimeter setting.</div></div>		<div><div>MALSR</div><div>A5</div></div>	<div>MISSED APPROACH: Climb to 1500, then climbing left turn to 2300 direct BA LOM and hold.</div>	
AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL
119.75	134.85 317.8	118.6 (CTAF) 0	121.6	134.85
				UNICOM
				122.95



<div>1500 2300 BA 410</div>				
<div>LOM RADAR 2199 048° 228° 2300 GS 3.00° TCH 51</div>				
<div>4.6 NM</div>				
CATEGORY	A	B	C	D
S-ILS 23	856-½ 200 (200-½)			
S-LOC 23	1060-½ 404 (500-½)	1060-¾ 404 (500-¾)		
CIRCLING	1080-1	1120-1	1140-1½	1220-2
	424 (500-1)	464 (500-1)	484 (500-1½)	564 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-ILS 23	951-½ 295 (300-½)			
S-LOC 23	1160-½ 504 (600-½)	1160-1 504 (600-1)		
CIRCLING	1180-1	1200-1	1240-1½	1240-2
	524 (600-1)	544 (600-1)	584 (600-1½)	584 (600-2)

EC-2: 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6400
033°	TDZE	652
	Apt Elev	656

RNAV (GPS) RWY 5

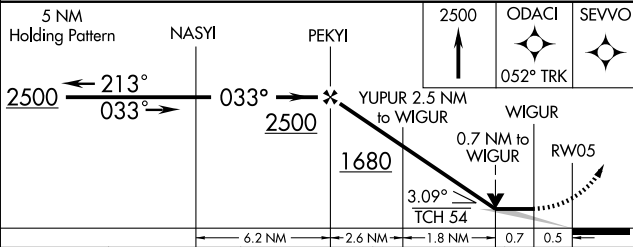
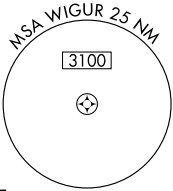
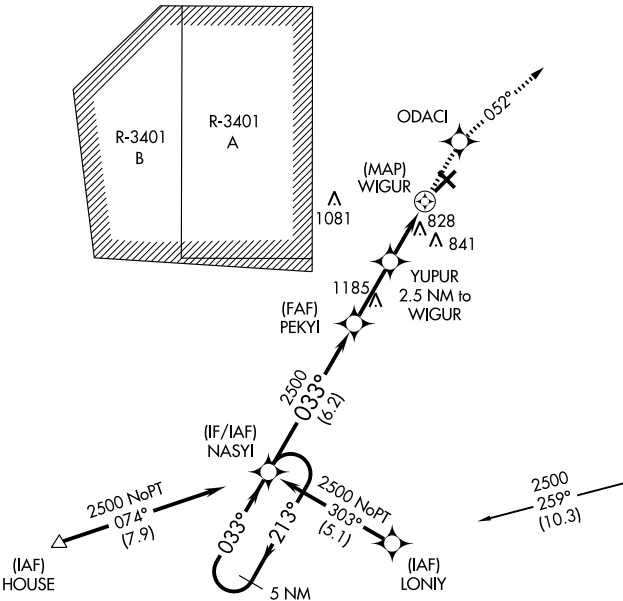
COLUMBUS MUNI (BAK)

▲ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 100 feet.
VDP NA when using Indianapolis Intl altimeter setting.
DME/DME RNP-0.3 NA.

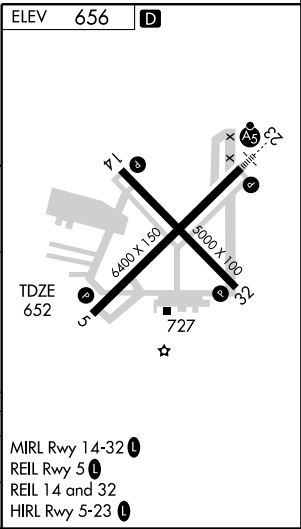
MISSED APPROACH: Climb to 2500 direct ODACI and via 052° track to SEVVO and hold.

AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) 0	121.6	134.85	122.95

▲ 2002



CATEGORY	A	B	C	D
LNNAV MDA	1080-1	428 (500-1)	1080-1½ 428 (500-1½)	1080-1½ 428 (500-1½)
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)



APP CRS 153°	Rwy Idg TDZE Apt Elev	5000 654 656
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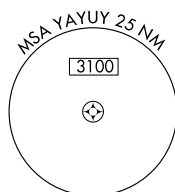
RNAV (GPS) RWY 14
COLUMBUS MUNI (BAK)

T When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 100 feet, and LNAV
A Cat C and D visibility $\frac{1}{2}$ mile. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500
direct KUDNE and via 133° track
to HUMOX and hold.

AWOS-3 119.75	INDIANAPOLIS APP CON 134.85 317.8	COLUMBUS TOWER ★ 118.6 (CTAF) 0	GND CON 121.6	CLNC DEL 134.85	UNICOM 122.95
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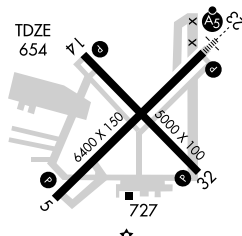
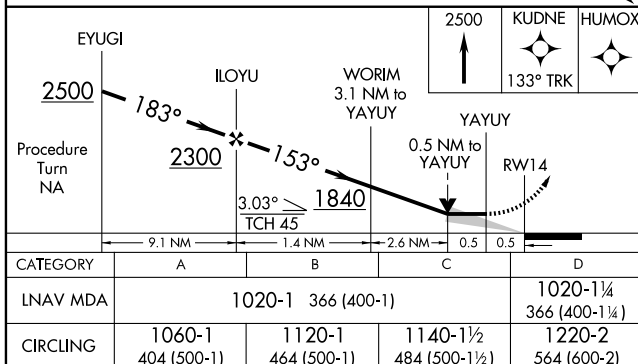
Holding not required for arrival
at SHB VORTAC
on airway radials 312 CW 124.



MISSED APCH FIX



ELEV	656	D
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MIRL Rwy 14-32 **L**
REIL Rwy 5 **L**
REIL 14 and 32
HIRL Rwy 5-23 **L**

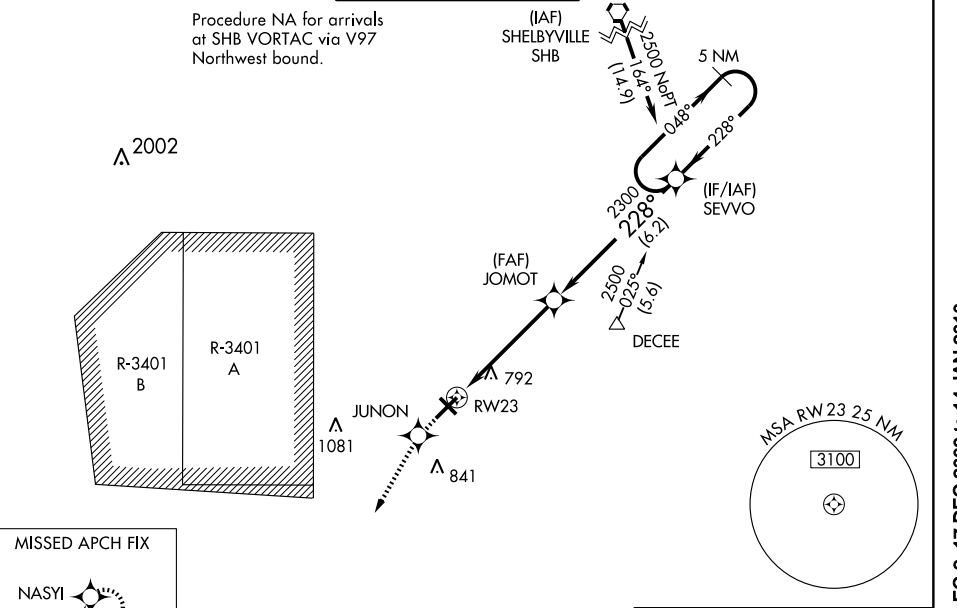
WAAS CH 90399 W23A	APP CRS 228°	Rwy Idg TDZE Apt Elev	6400 656 656
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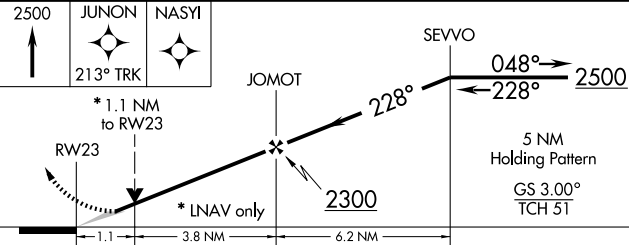
▲ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet.
VDP NA when using Indianapolis Intl altimeter setting.
For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.

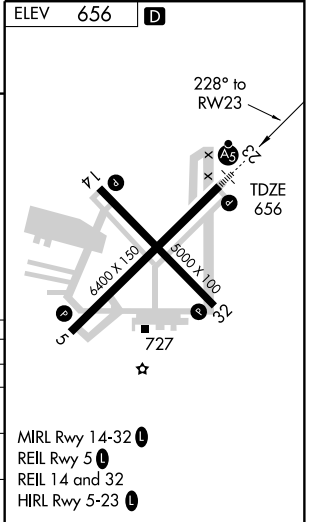
MALSR

MISSED APPROACH: Climb to 2500 direct JUNON and via 213° track to NASYI and hold.

AWOS-3 119.75	INDIANAPOLIS APP CON 134.85 317.8	COLUMBUS TOWER ★ 118.6 (CTAF) 0	GND CON 121.6	CLNC DEL 134.85	UNICOM 122.95
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 213°		5 NM			
2500 ↑	JUNON  213° TRK	NASYI 			
					
CATEGORY	A		B	C	D
LPV DA			906-½	250 (300-½)	
LNAV/ VNAV DA			NA		
LNAV MDA	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	1060-1 404 (500-1)	
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)	



EC-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH 50399 W32A	APP CRS 318°	Rwy Idg TDZE Apt Elev	5000 653 656
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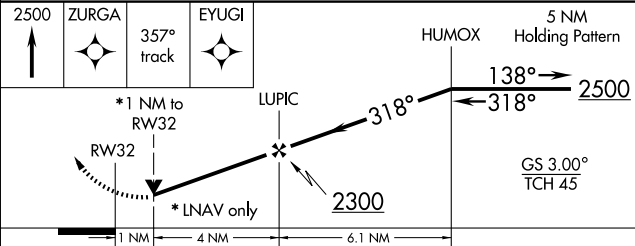
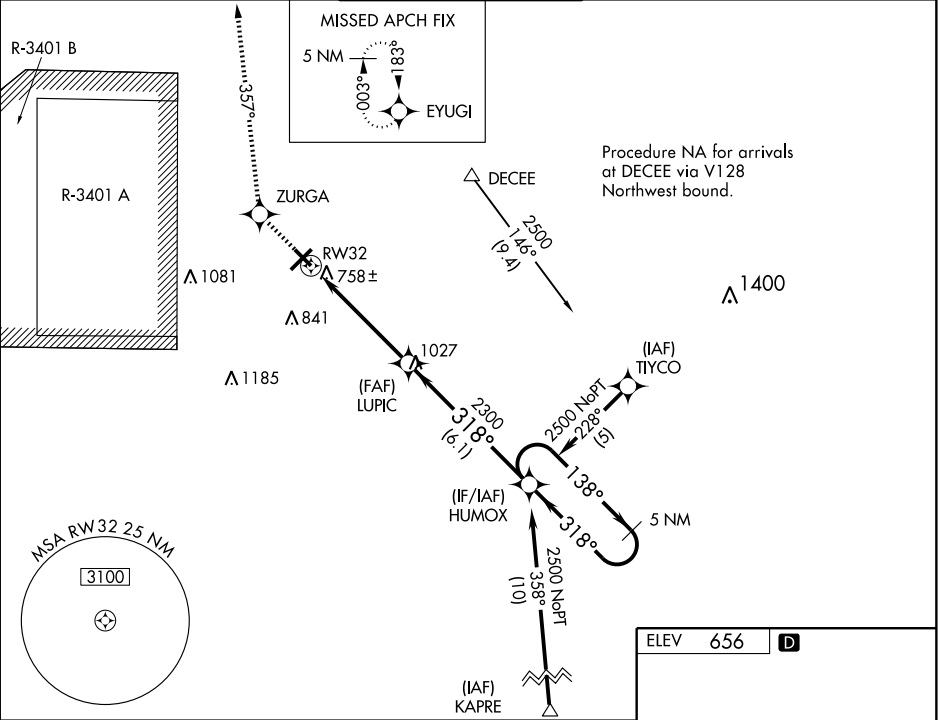
RNAV (GPS) RWY 32
COLUMBUS MUNI (BAK)



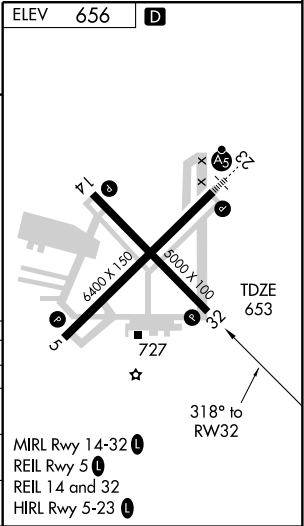
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 2500 direct ZURGA and via 357° track to EYUGI and hold.

AWOS-3 119.75	INDIANAPOLIS APP CON 134.85 317.8	COLUMBUS TOWER ★ 118.6 (CTAF) 0	GND CON 121.6	CLNC DEL 134.85	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1016-1¼	363 (400-1¼)		
LNAV/VNAV DA	1057-1½	404 (500-1½)		
LNAV MDA	1020-1	367 (400-1)	1020-1¼	367 (400-1¼)
CIRCLING	1060-1½	1120-1½	1140-1½	1220-2
	404 (500-1½)	464 (500-1½)	484 (500-1½)	564 (600-2)



MIRL Rwy 14-32
REIL Rwy 5
REIL 14 and 32
HIRL Rwy 5-23

LOC I-SQK	APP CRS	Rwy Idg	6500
108.35	185°	TDZE	867
		Apt Elev	867

NA

Obtain local altimeter setting on CTAF; when not received, use Dayton altimeter setting.

MALS

MISSED APPROACH: Climb to 2700, then left turn direct SQ LOM and hold.

AWOS-3 118.325	DAYTON APP CON 134.45 352.05	GCO 121.725	UNICOM 122.8 (CTAF) 0
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Diagram illustrating the ILS RWY 18 approach. Key features include:

- LOC I-SQK 108.35
- APP CRS 185°
- DAYTON APP CON 134.45 352.05
- GCO 121.725
- UNICOM 122.8 (CTAF) 0
- LOM/IAF PNTHR 227 SQ
- LOCALIZER 108.35 I-SQK
- Altitudes: 1583, 1475, 1318, 1235, 1243, 1309, 1333, 1297, 1029±, 2700, 279° (13.5)
- Distances: 10 NM, 3.8 NM, 0.4 NM
- MSA SQ 25 NM 3000
- RICHMOND 110.6 RID Chan 43

Remain within 10 NM

2700

GS 3.00° TCH 45

2300

LOM

2255

MM

3.8 NM

0.4

2700

SQ 227

ELEV 867

185° 4.2 NM from FAF

81

TDZE 867

2000 X 100

6500 X 100

MIRL Rwy 18-36

REIL Rws 18 and 36

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 18		1067-½	200 (200-½)	
S-LOC 18	1280-½	413 (500-½)	1280-¾	413 (500-¾)
CIRCLING	1420-1	553 (600-1)	1440-1½	1680-2¾
			573 (600-1½)	813 (900-2¾)
DAYTON ALTIMETER SETTING MINIMUMS				
S-ILS 18		1188-½	321 (400-½)	
S-LOC 18	1400-½	533 (600-½)	1400-1	1400-1¼
			533 (600-1)	533 (600-1¼)
CIRCLING	1540-1	673 (700-1)	1560-2	1800-3
			693 (700-2)	933 (1000-3)

EC-2, 17 DEC 2009 to 14 JAN 2010

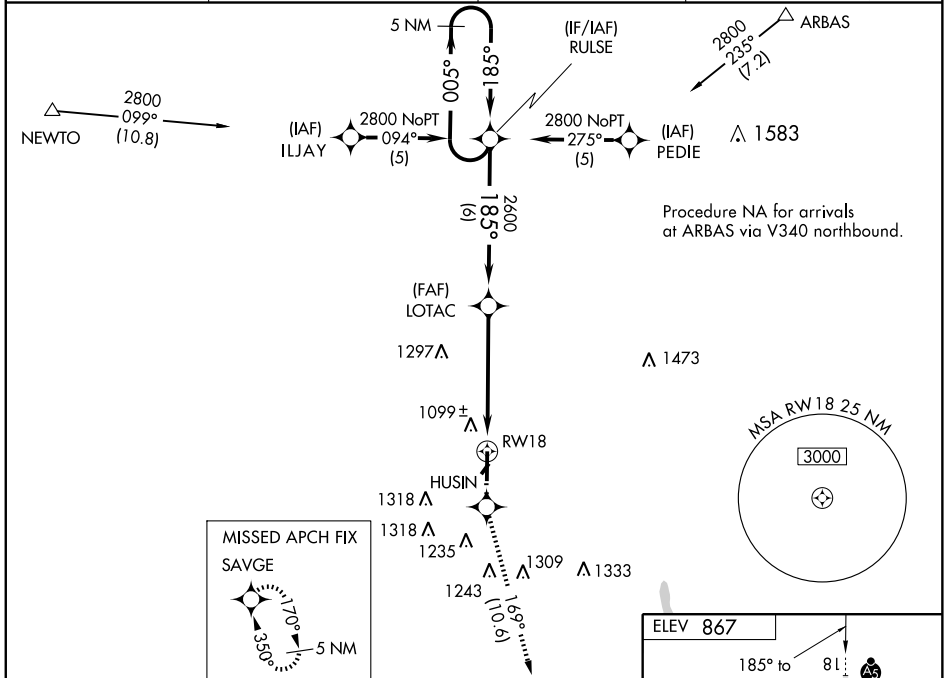
WAAS CH 93699 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev 6500 867 867
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RNAV (GPS) RWY 18

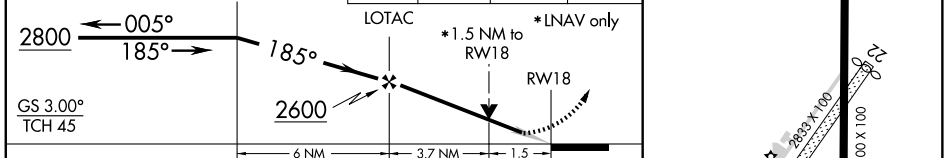
CONNERSVILLE / METTEL FIELD (CEV)

<p>NA DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all DAs/MDAs 140 feet. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl, OH altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to $\frac{3}{4}$ mile.</p>	<p>MALSR AS</p>	<p>MISSED APPROACH: Climb to 2600 direct HUSIN and via 169° track to SAVGE and hold.</p>
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AWOS-3 118.325	DAYTON APP CON 134.45 352.05	GCO 121.725	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern	VGSI and RNAV glidepath not coincident.	2600	HUSIN	169° track	SAVGE
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CATEGORY	A	B	C	D
LPV DA	1117 - $\frac{1}{2}$	250 (300- $\frac{1}{2}$)		
LNAV/VNAV DA	1427 - $1\frac{1}{2}$	560 (600- $1\frac{1}{2}$)		
LNAV MDA	1360 - $\frac{1}{2}$	493 (500- $\frac{1}{2}$)	1360 - $\frac{3}{4}$ 493 (500- $\frac{3}{4}$)	1360 - 1 493 (500-1)
CIRCLING	1440 - 2	573 (600-2)		1680 - $2\frac{3}{4}$ 813 (900- $2\frac{3}{4}$)

REIL Rwy 18 and 36
MIRL Rwy 18-36

APP CRS	Rwy Idg	6500
350°	TDZE	861
	Apt Elev	867

RNAV (GPS) RWY 36

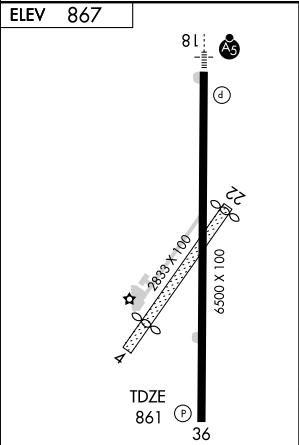
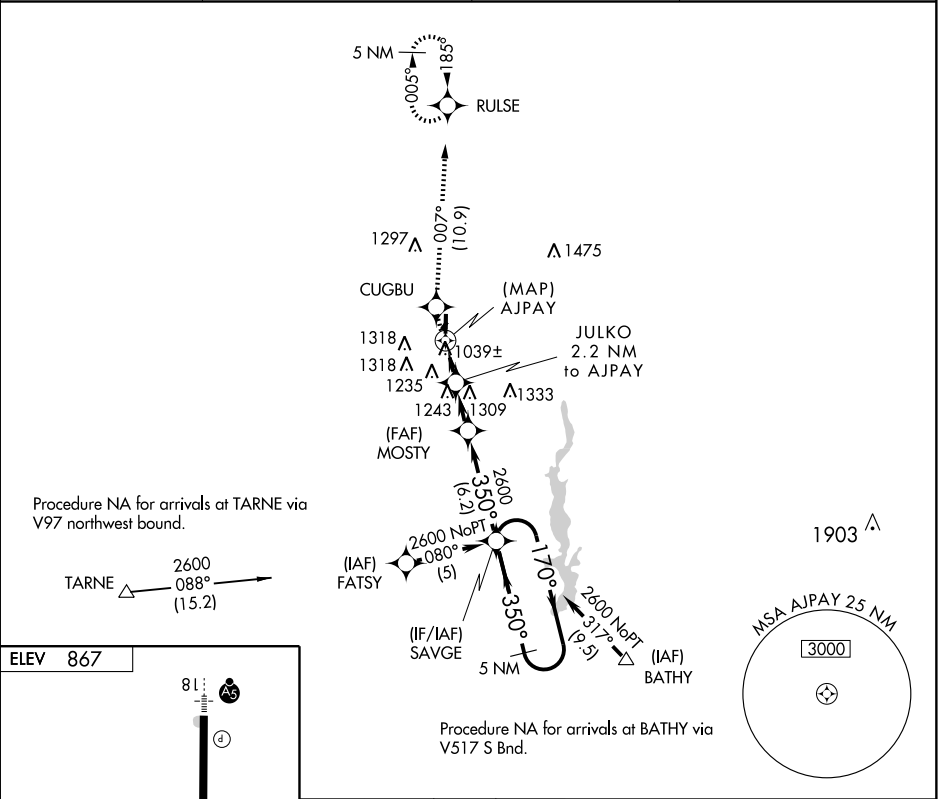
CONNERSVILLE / METTEL FIELD (CEV)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet.

▲ NA VDP NA when using James M. Cox Dayton Intl, OH altimeter setting.

MISSED APPROACH: Climb to 2800 direct CUGBU and via 007° track to RULSE and hold.

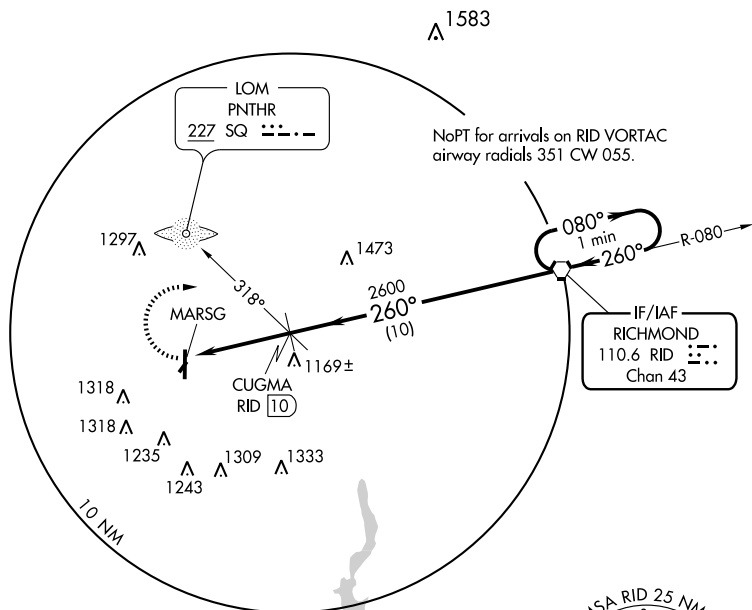
AWOS-3 118.325	DAYTON APP CON 134.45 352.05	GCO 121.725	UNICOM 122.8 (CTAF) 0
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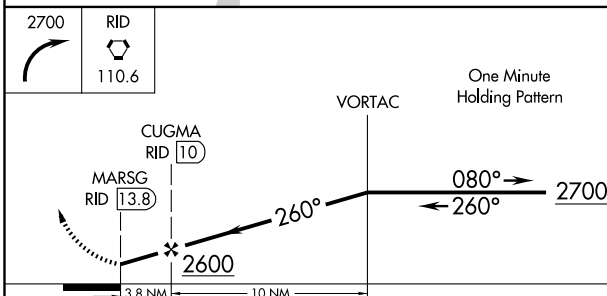
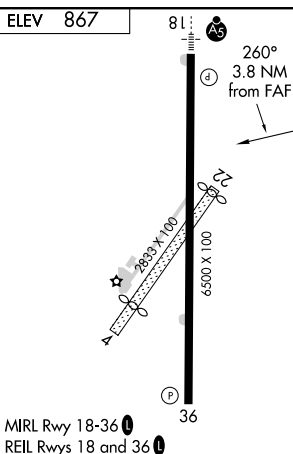
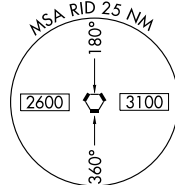
REIL Rwy 18 and 36 **0**
MIRL Rwy 18-36 **0**

	2800	CUGBU	007° track	RULSE	MOSTY	SAVGE	5 NM Holding Pattern
					JULKO 2.2 NM to AJPAY		
					1.1 NM to AJPAY		
					AJPAY		
					1740 $\leq 3.01^\circ$ TCH 45		
					0.5	1.1	1.1 NM
					2.6 NM	6.2 NM	
CATEGORY	A	B	C	D			
LNAV MDA	1380-1	519 (600-1)	1380-1½ 519 (600-1½)	1380-1¾ 519 (600-1¾)			
CIRCLING	1420-1	553 (600-1)	1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)			

MISSED APPROACH: Climbing right turn to 2700 direct RID VORTAC and hold.

UNICOM
122.8 (CTAF) 

ADF or DME REQUIRED

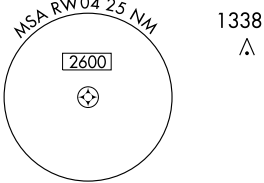
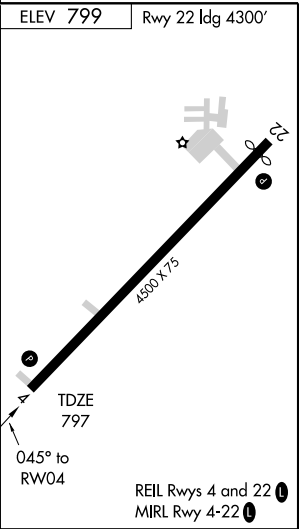
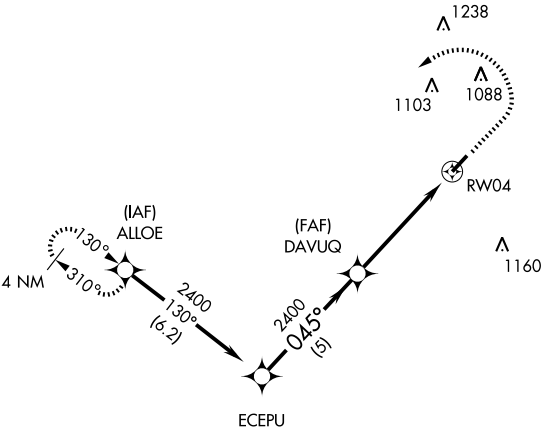


FAF to MAP 3.8 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1420-1 553 (600-1)		1440-1 ½ 573 (600-1½)	1680-2 ¾ 813 (900-2¾)
Min:Sec	3:48	2:32	1:54	1:31	1:16					

APP CRS	Rwy Idg	4500
045°	TDZE	797
	Apt Elev	799

GPS RWY 4
CRAWFORDSVILLE MUNI (CFJ)

NA Use Indianapolis Intl altimeter setting.	MISSED APPROACH: Climb to 2000 then left climbing turn to 2400 direct ALLOE WP and hold.
INDIANAPOLIS APP CON 119.05 317.8	UNICOM 122.8 (CTAF)




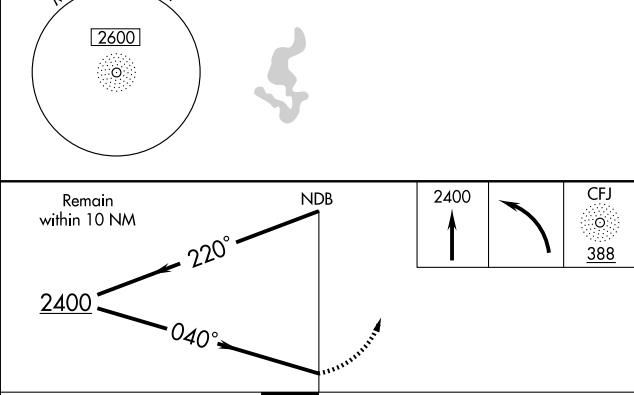
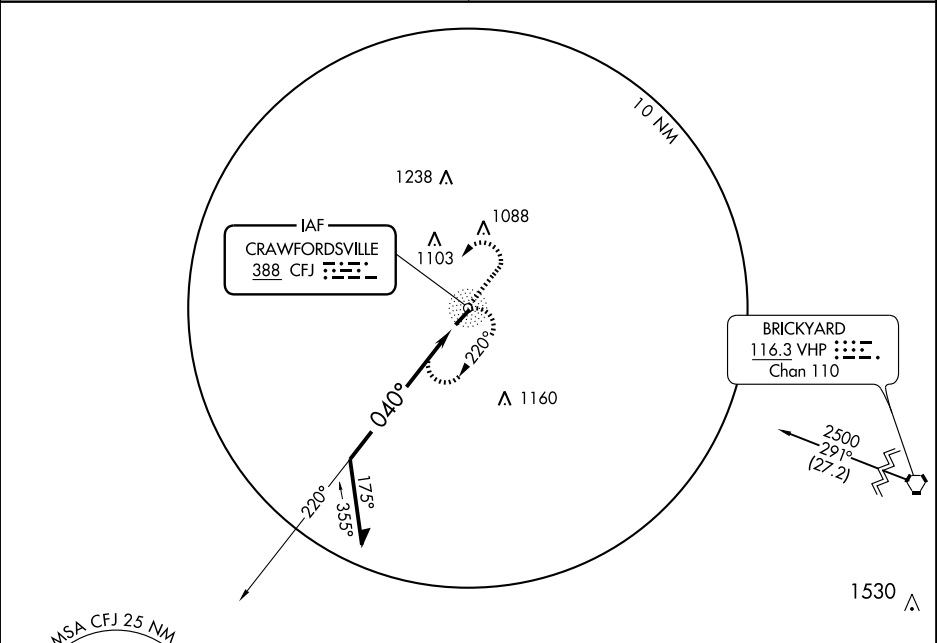
	ECEPU	DAVUQ	2000	2400	ALLOE
	2400	045°	2400		
Procedure Turn NA					
	5 NM		5 NM		RWY04
CATEGORY	A	B	C	D	
S-4	1280-1 483 (500-1)		1280-1¼ 483 (500-1¼)	1280-1½ 483 (500-1½)	
CIRCLING	1320-1 521 (600-1)		1320-1½ 521 (600-1½)	1360-2 561 (600-2)	

NDB RWY 4

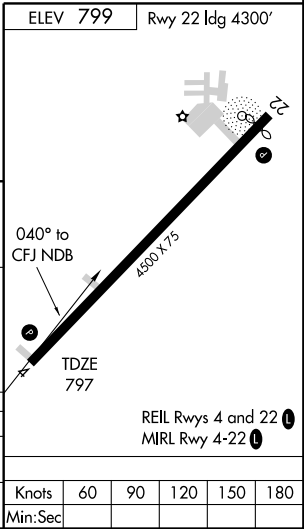
CRAWFORDSVILLE MUNI (CFJ)

NDB	CFJ	APP CRS	Rwy Idg	4500
<u>388</u>		<u>040°</u>	TDZE	797
			Apt Elev	799

<div>▲ NA</div> <div>Use Indianapolis Intl altimeter setting.</div>	<div>MISSED APPROACH: Climb to 2400 then left turn</div> <div>direct CFJ NDB and hold.</div>
<div>INDIANAPOLIS APP CON</div> <div>119.05 317.8</div>	<div>UNICOM</div> <div>122.8 (CTAF) </div>



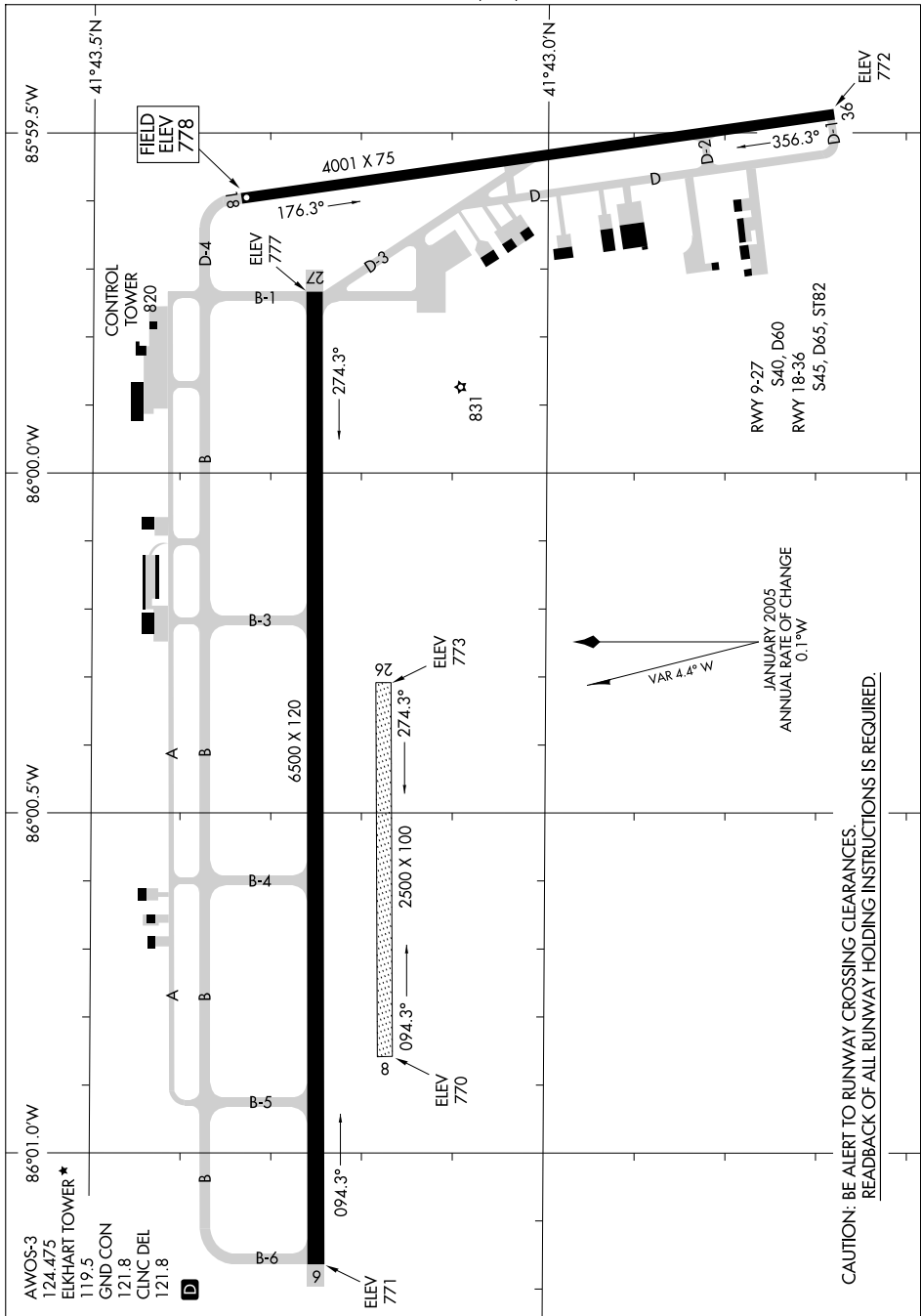
CATEGORY	A	B	C	D
S-4	1400-1 603 (700-1)		1400-1¾ 603 (700-1¾)	1400-2 603 (700-2)
CIRCLING	1400-1 601 (700-1)		1400-1¾ 601 (700-1¾)	1400-2 601 (700-2)



AIRPORT DIAGRAM

AL-5287 (FAA)

ELKHART HART (EKM)
ELKHART, INDIANA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 17 DEC 2009 to 14 JAN 2010

LOC I-OUF	APP CRS	Rwy Idg	6500
111.5	274°	TDZE	777
		Apt Elev	778

▲

If local altimeter setting not received use South Bend altimeter setting and increase all DAs/MDAs 40 feet.

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) 0	121.8	121.8	122.95

1500

2500

GSH

↑

↷

113.7

SOUSA OM

2178

274°

094°

2500

2300

MM

0.4 NM

3.8 NM

5.6 NM

AYUYI INT ELX 29.7

One Minute Holding Pattern

GS 3.00° TCH 45

CATEGORY	A	B	C	D
S-ILS 27	★ 977/24 200 (200-½)			
S-LOC 27	1180/24 403 (500-½)	1180/40 403 (500-¾)		
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

ELEV 778

D

898

274° 4.2 NM from FAF

853±

820

TDZE 777

81

831

36

843±

6500 X 120

2500 X 100

26

27

4001 X 75

57

MIRL Rwy 18-36

HIRL Rwy 9-27

REIL Rwys 9, 18 and 36

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6500
094°	TDZE	776
	Apt Elev	778

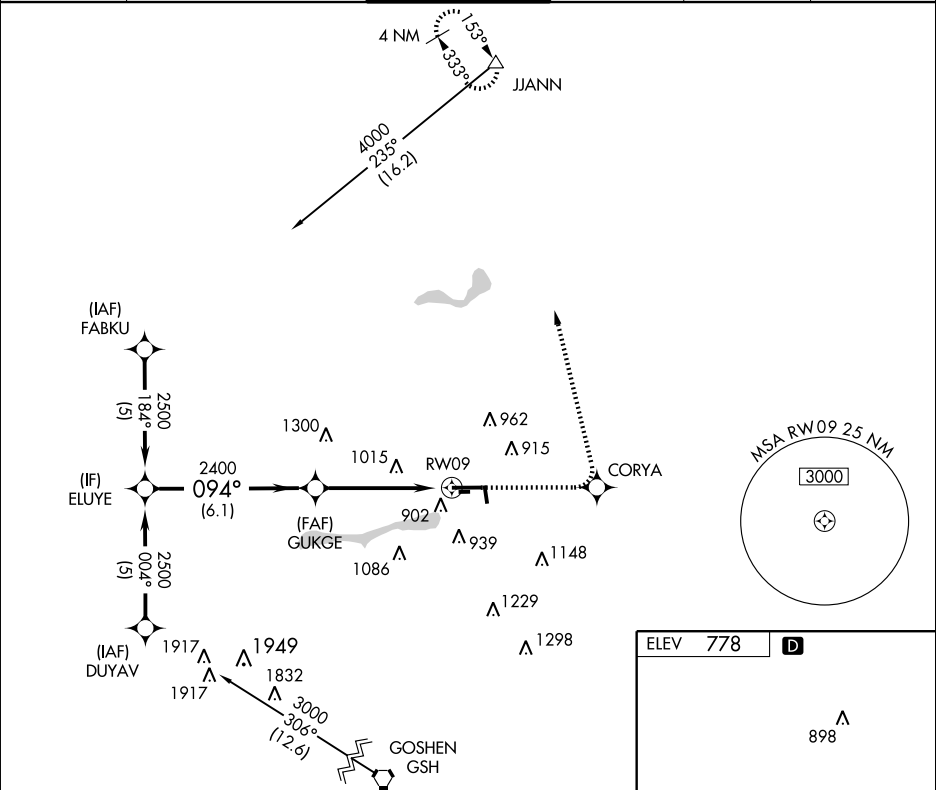
RNAV (GPS) RWY 9

ELKHART MUNI (EKM)

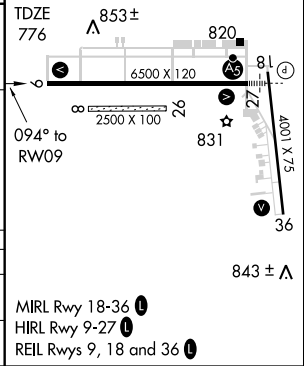
⚠ DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.
VDP NA when using South Bend altimeter setting.


MISSED APPROACH: Climb to 4000 direct CORYA and via 351° track to JJANN and hold.

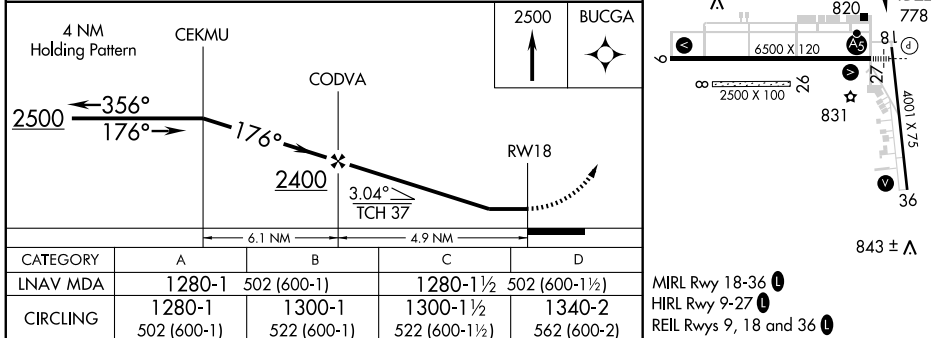
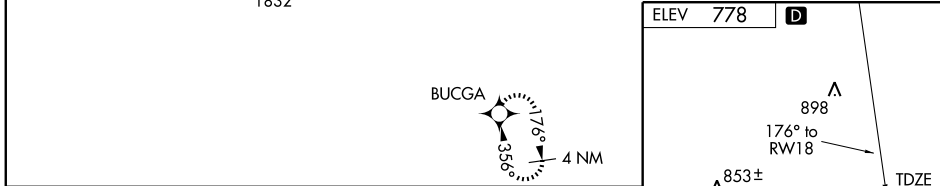
AWOS-3 124.475	SOUTH BEND APP CON * 118.55 257.8	ELKHART TOWER * 119.5 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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Procedure Turn NA	ELUYE		GUKGE		RW09	
	2500		2400		4000	
	094°		351° TRK		CORYA	
	6.1 NM		3.3 NM		1.6 NM	
CATEGORY	A		B		C	
LNNAV MDA	1340-1 564 (600-1)		1340-1½ 564 (600-1½)		1340-1¾ 564 (600-1¾)	
CIRCLING	1340-1 562 (600-1)		1340-1½ 562 (600-1½)		1340-2 562 (600-2)	




	DME/DME RNP-0.3 NA. If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.			MISSED APPROACH: Climb to 2500 direct BUCGA and hold.		
	AWOS-3 124.475	SOUTH BEND APP CON ★ 118.55 257.8		ELKHART TOWER ★ 119.5 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8

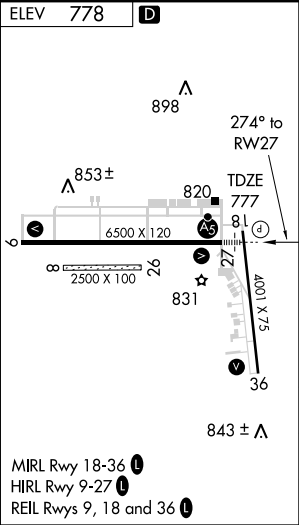
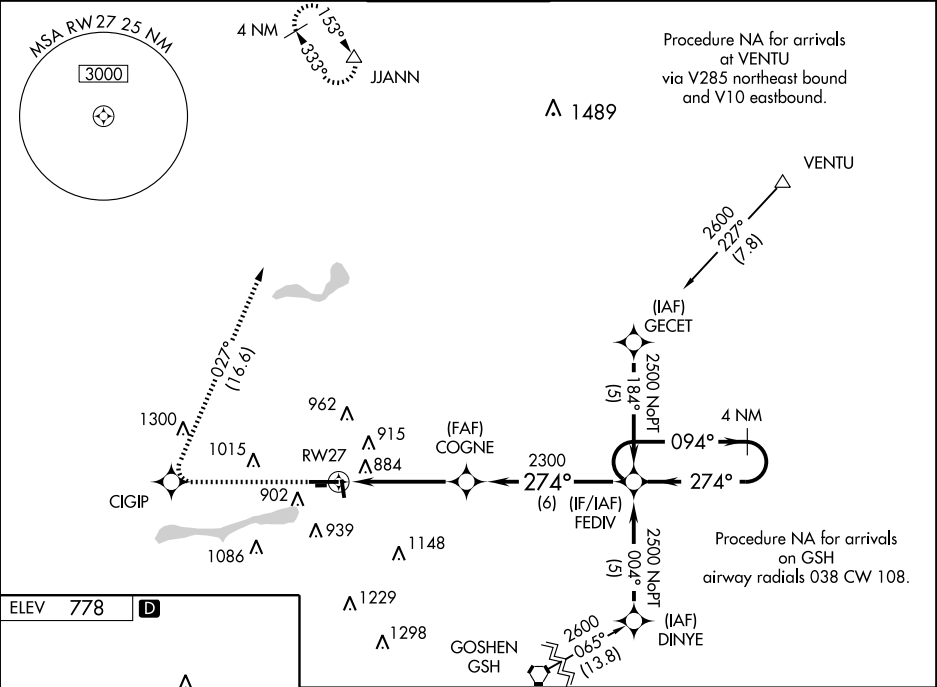


WAAS CH 50107 W27A	APP CRS 274°	Rwy Idg TDZE Apt Elev 6500 777 778
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RNAV (GPS) RWY 27
ELKHART MUNI (EKM)

▲ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use South Bend altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA with South Bend altimeter setting. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, increase LNAV Cat D visibility to RVR 6000.	MALSR 	MISSED APPROACH: Climb to 4000 direct CIGIP and via 027° track to JJANN and hold.
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AWOS-3 124.475	SOUTH BEND APP CON ★ 118.55 257.8	ELKHART TOWER ★ 119.5 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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4000 CIGIP 027° TRK JJANN COGNE RWY 27 FEDIV Holding Pattern 4 NM 094° 2500 GS 3.00° TCH 45°				
*1.4 NM to RWY 27 *LNAV only 1.4 3.2 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA		1070/24	293 (300-½)	
LNAV/VNAV DA		1220/50	443 (500-1)	
LNAV MDA	1260/24	483 (500-½)	1260/40 483 (500-¾)	1260/50 483 (500-1)
CIRCLING	1260-1½ 482 (500-1½)	1300-1½	522 (600-1½)	1340-2 562 (600-2)

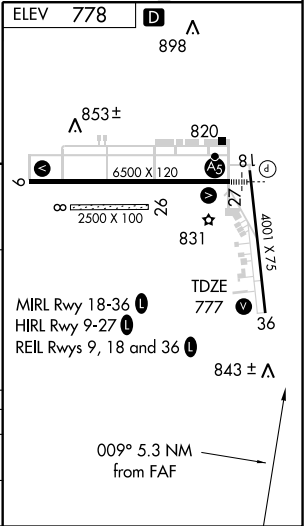
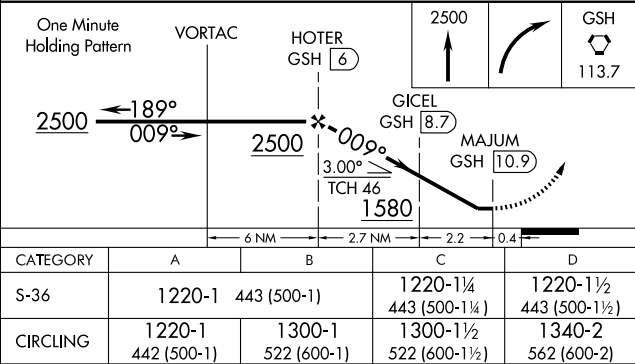
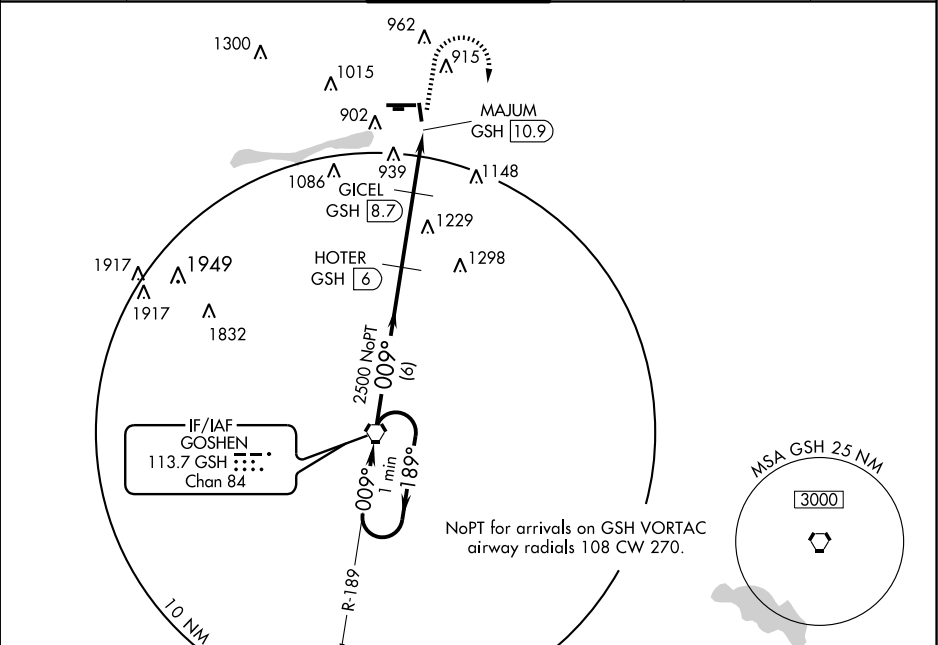
VORTAC GSH	APP CRS	Rwy Idg	4001
113.7	009°	TDZE	777
Chan 84		Apt Elev	778

VOR/DME RWY 36
ELKHART MUNI (EKM)

A If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON *	ELKHART TOWER *	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) 0	121.8	121.8	122.95



VORTAC GIJ 115.4 Chan 101	APP CRS 102°	Rwy Idg TDZE 6500 Apt Elev 778
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VOR RWY 9

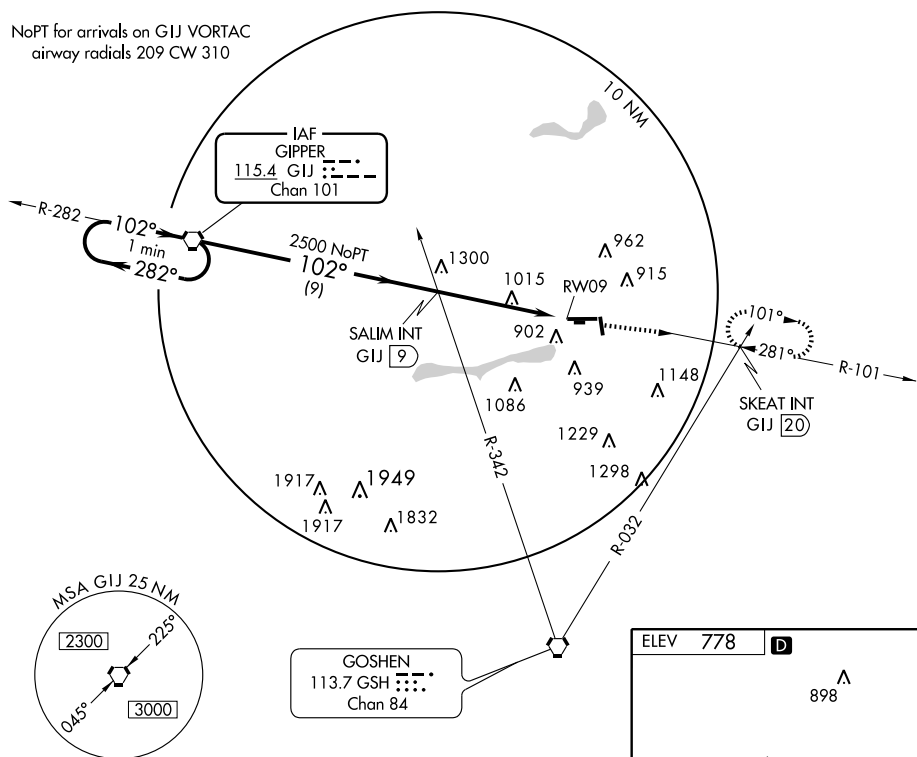
ELKHART MUNI (EKM)

A If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.
VDP NA with South Bend altimeter setting.

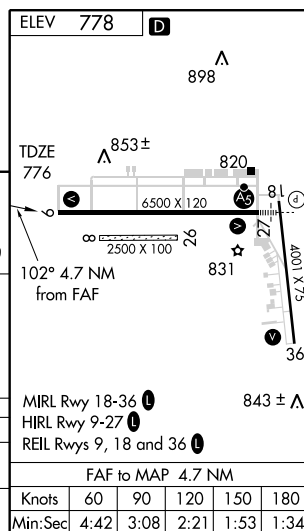
MISSED APPROACH: Climb to 2500 via GIJ R-101 to SKEAT Int/GIJ 20 DME and hold.

AWOS-3 124.475	SOUTH BEND APP CON ★ 118.55 257.8	ELKHART TOWER ★ 119.5 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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NoPT for arrivals on GIJ VORTAC
airway radials 209 CW 310



One Minute Holding Pattern		VORTAC	SALIM INT GIJ (9)	2500 GIJ R-101 115.4	SKEAT INT GIJ (20)
2500		282°	102°	2500	GIJ (12.1)
VGSI and descent angles not coincident.		102°	3.35° TCH 49	RW09 GIJ (13.7)	
		9 NM	3.1 NM	1.6	
CATEGORY	A	B	C	D	
S-9	1340-1	564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)	
CIRCLING	1340-1	562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)	



VOR RWY 27
ELKHART MUNI (EKM)

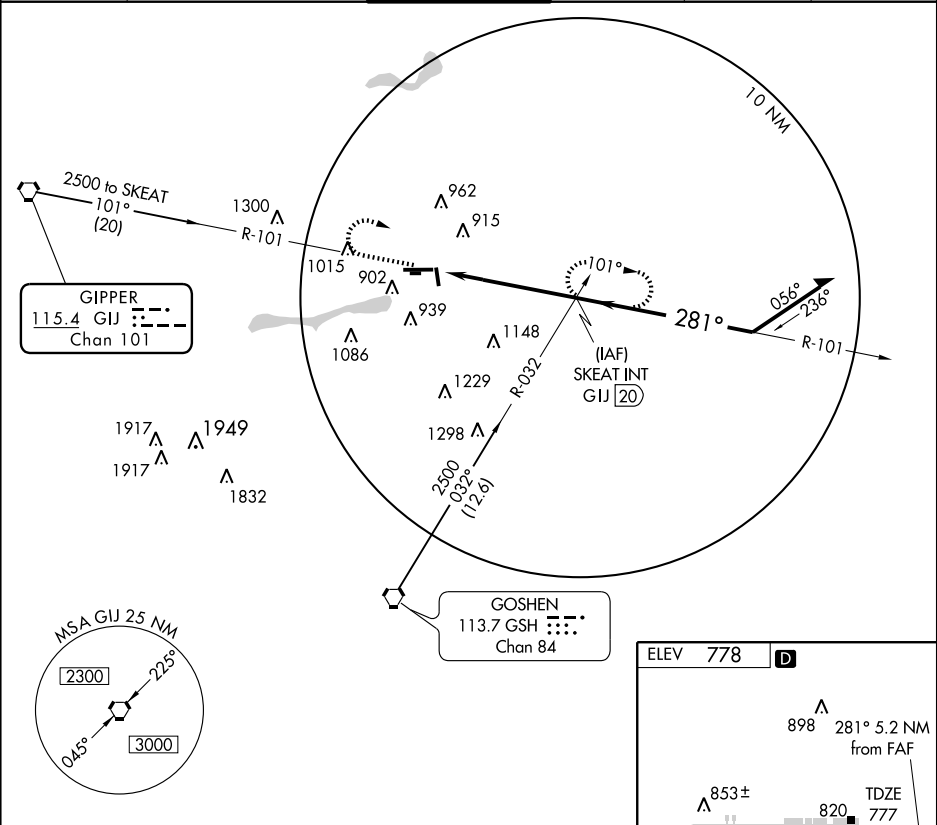
VORTAC GJJ 115.4 Chan 101	APP CRS 281°	Rwy Idg TDZE Apt Elev	6500 777 778
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A If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2500 then right turn via GJJ R-101 to SKEAT INT/GJJ 20 DME and hold.

AWOS-3 124.475	SOUTH BEND APP CON ★ 118.55 257.8	ELKHART TOWER ★ 119.5 (CTAF)	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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2500

GIJ R-101 115.4

SKEAT INT GJJ 20

GIJ 16.2

GIJ 14.8

2500

101°

281°

2500

≤ 3.03° TCH 45

1.4 3.8 NM

CATEGORY	A	B	C	D
S-27	1280/50	503 (600-1)	1280-1½ 503 (600-1½)	
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

ELEV 778 **D**

MIRL Rwy 18-36

HIRL Rwy 9-27

REIL Rws 9, 18 and 36

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

▲

ASR

ATIS

120.2

EVANSVILLE APP CON ★

126.4 226.4

EVANSVILLE TOWER ★

118.7(CTAF) 257.8

GND CON

121.9

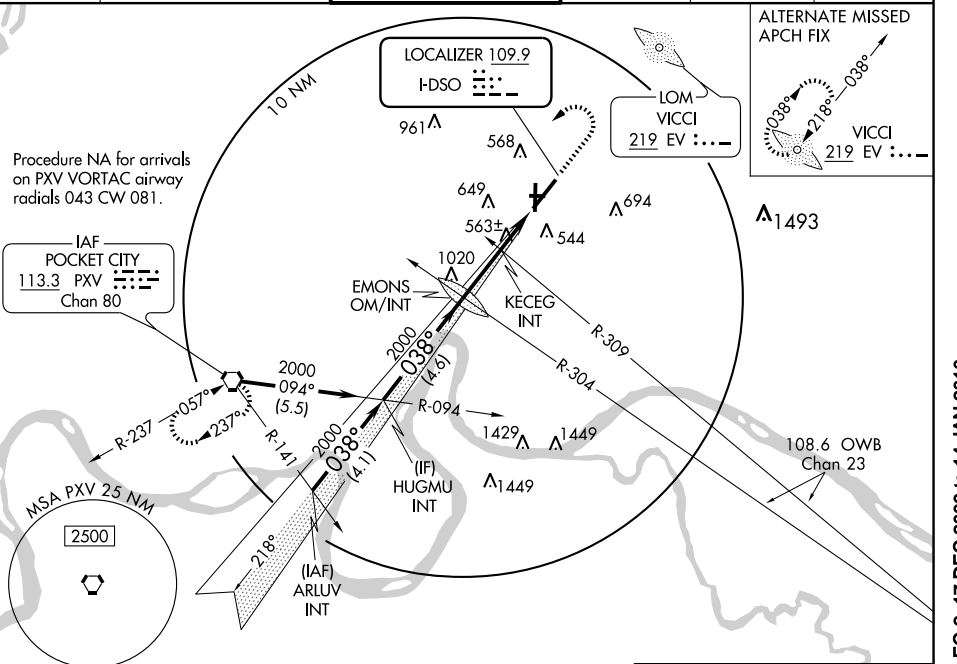
CLNC DEL

126.6

UNICOM

122.95

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct PXV VORTAC and hold.



CATEGORY	A	B	C	D
S-ILS 4		585-3/4	200 (200-3/4)	
S-LOC 4	1180-1 795 (800-1)	1180-1 1/4 795 (800-1 1/4)	1180-2 1/4 795 (800-2 1/4)	1180-2 1/2 795 (800-2 1/2)
CIRCLING	1180-1 762 (800-1)	1180-1 1/4 762 (800-1 1/4)	1180-2 1/4 762 (900-2 1/4)	1180-2 1/2 762 (800-2 1/2)
KECEG FIX MINIMUMS				
S-LOC 4	820-1	435 (500-1)	820-1 1/4 435 (500-1 1/4)	820-1 1/2 435 (500-1 1/2)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1 1/2 542 (600-1 1/2)	980-2 562 (600-1)

ELEV 418	D
HIRL Rwys 4-22 and 18-36	
REIL Rwys 4, 18 and 36	
MIRL Rwy 9-27	

EC-2, 17 DEC 2009 to 14 JAN 2010

LOC I-EVV	APP CRS	Rwy Idg	8020
109.9	218°	TDZE	418
		Apt Elev	418

▼

ASR

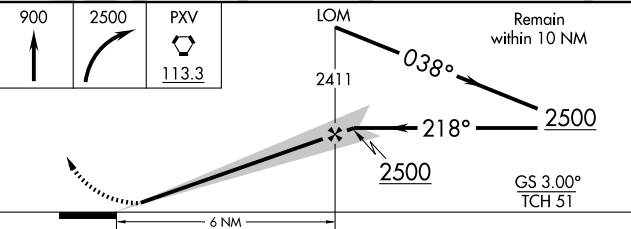
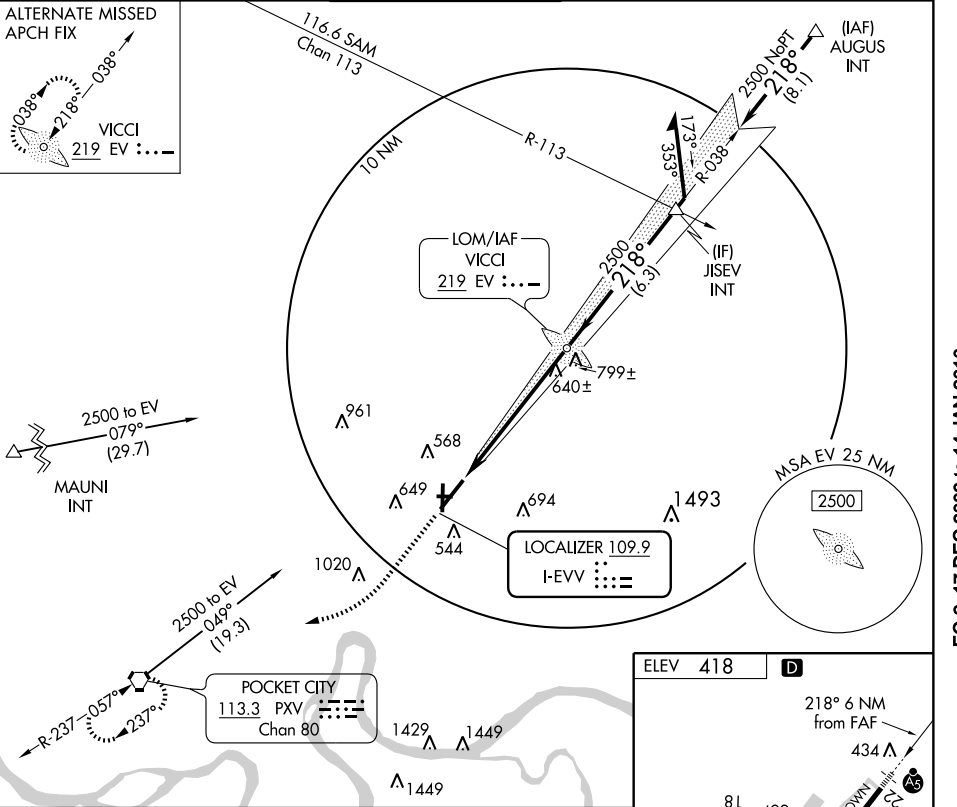
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MAJSR

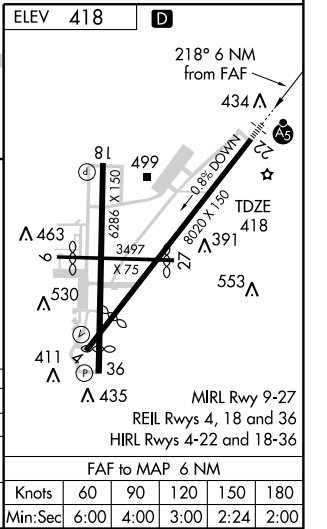
AS

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON *	EVANSVILLE TOWER *	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) 257.8	121.9	126.6	122.95



CATEGORY	A	B	C	D
S-ILS 22		*618/24	200 (200-½)	
S-LOC 22	900/24	482 (500-½)	900/40 482 (500-¾)	900/50 482 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



NDB RWY 22
EVANSVILLE RGNL (EVV)

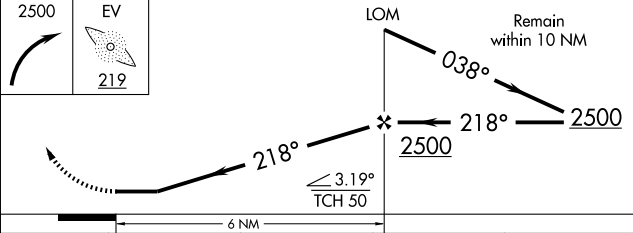
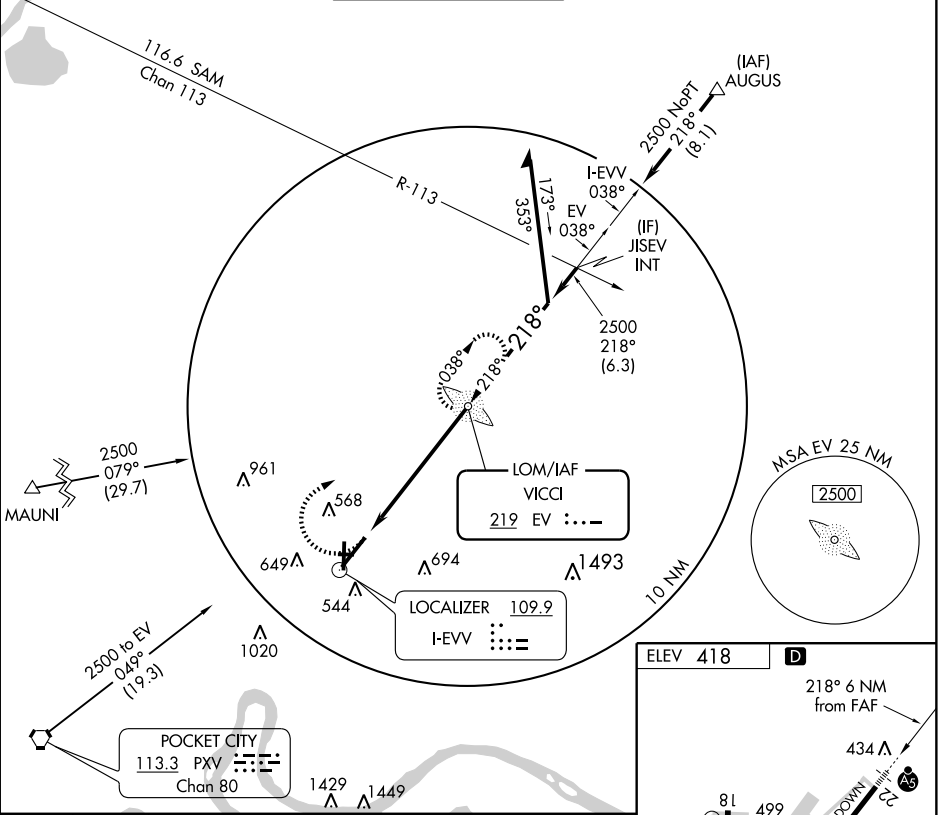
LOM EV 219	APP CRS 218°	Rwy Idg TDZE Apt Elev	8020 418 418
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ASR

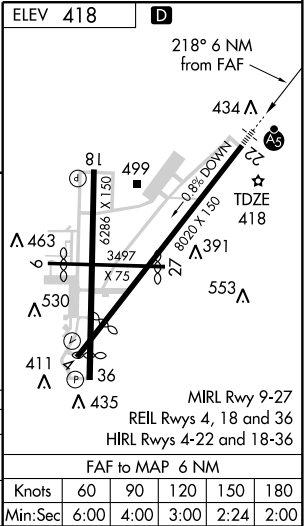
MALS R

MISSED APPROACH: Climbing right turn to 2500 direct EV LOM and hold.

ATIS 120.2	EVANSVILLE APP CON ★ 126.4 226.4	EVANSVILLE TOWER ★ 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 126.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-22	1060/40 642 (700-¾)		1060/60 642 (700-¼)	1060-1¼ 642 (700-¾)
CIRCLING	1060-1 642 (700-1)		1060-1¼ 642 (700-¾)	1060-2 642 (700-2)

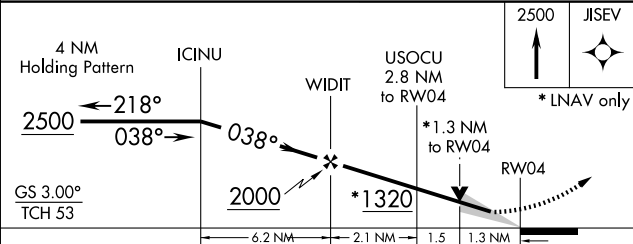
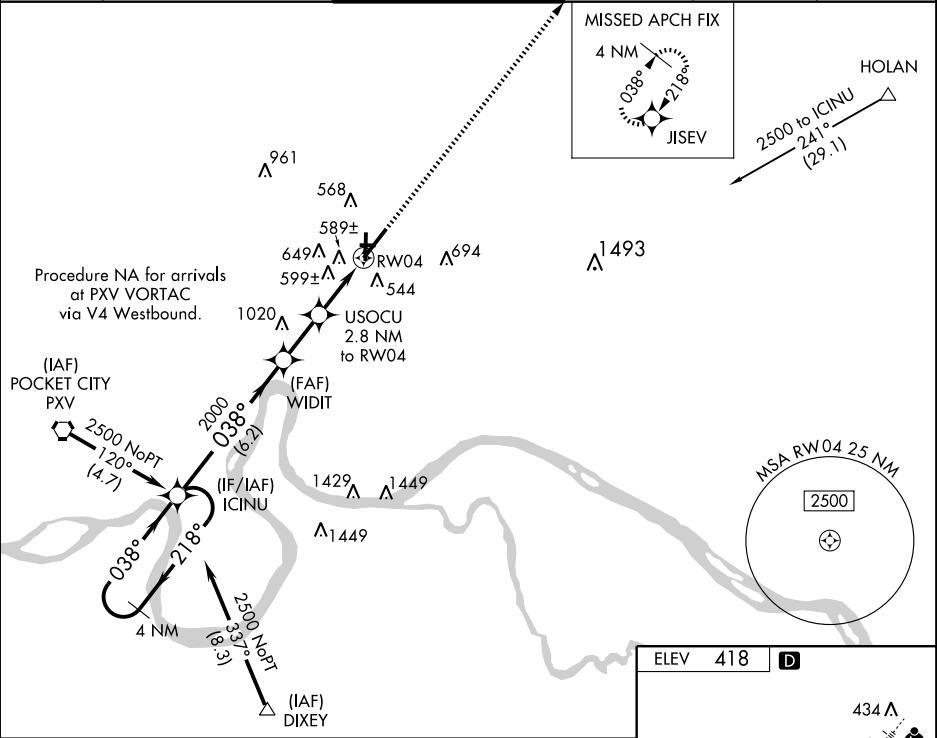


WAAS CH 82711 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	6724 385 418
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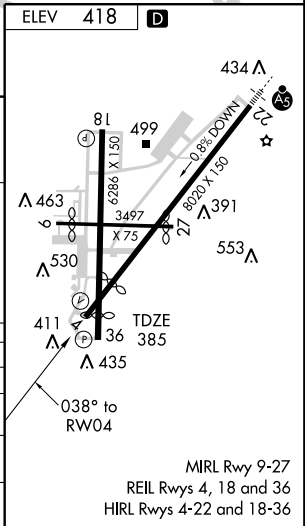
RNAV (GPS) RWY 4
EVANSVILLE RGNL (EVV)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct JISEV and hold.
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ATIS 120.2	EVANSVILLE APP CON ★ 126.4 226.4	EVANSVILLE TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		585-3/4	200 (200-3/4)	
LNAV/VNAV DA		970-2	585 (600-2)	
LNAV MDA	860-1	475 (500-1)	860-1 1/4 475 (500-1 1/4)	860-1 1/2 475 (500-1 1/2)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1 1/2 542 (600-1 1/2)	980-2 562 (600-2)



WAAS CH 42512 W22A	APP CRS 218°	Rwy Idg 8020 TDZE 418 Apt Elev 418
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RNAV (GPS) RWY 22
EVANSVILLE RGNL (EVV)

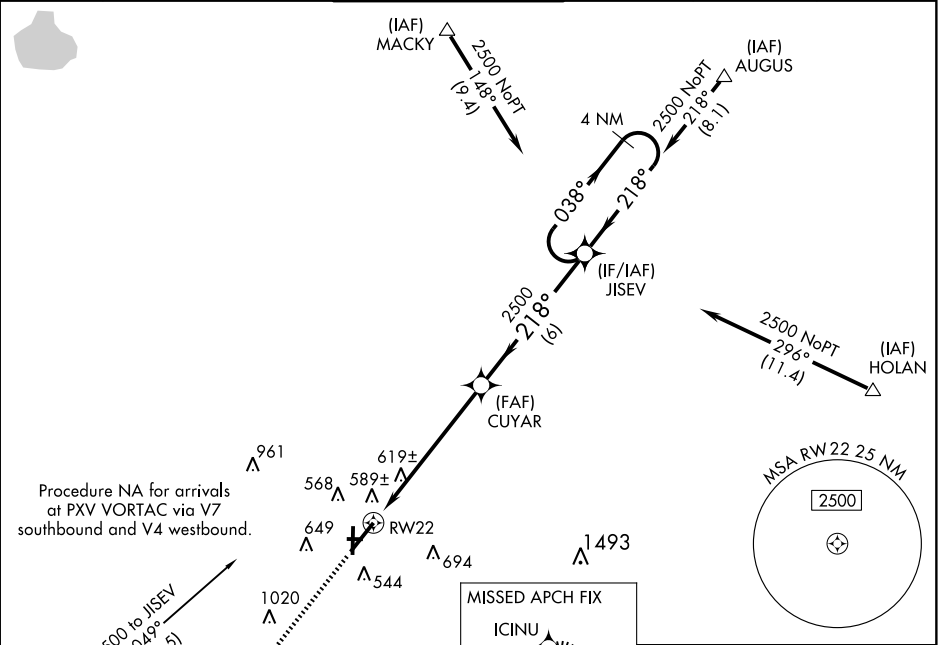
ASR

For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -15°C (5°F) or above
48°C (118°F). DME/DME RNP-0.3 NA.

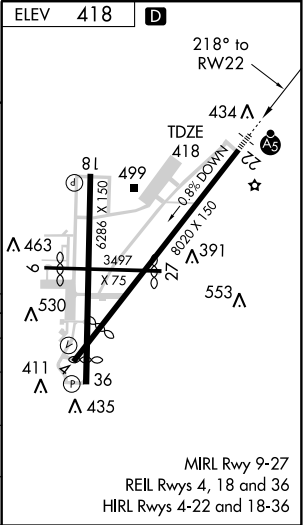
MALS

MISSED APPROACH: Climb to
2500 direct ICINU and hold.

ATIS 120.2	EVANSVILLE APP CON ★ 126.4 226.4	EVANSVILLE TOWER ★ 118.7(CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	618/24		200 (200-½)	
LNAV/VNAV DA	910/60		492 (500-1¼)	
LNAV MDA	880/24	462 (500-½)	880/40 462 (500-¾)	880/50 462 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



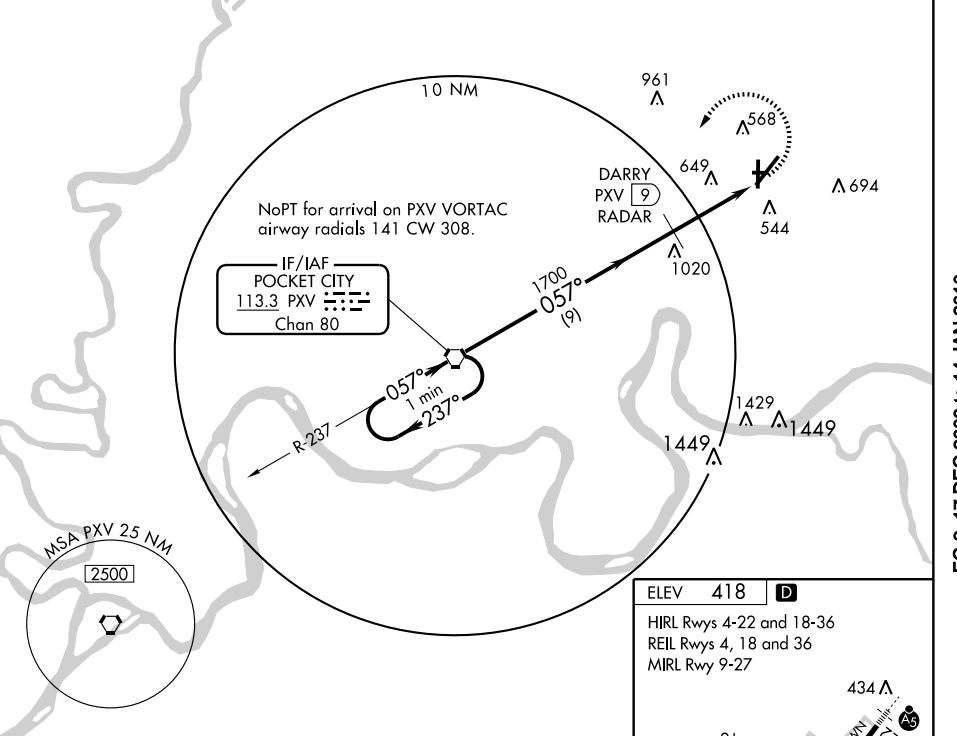
ASR

Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS 120.2	EVANSVILLE APP CON ★ 126.4 226.4	EVANSVILLE TOWER ★ 118.7(CTAF) 257.8	GND CON 121.9	CLNC DEL 126.6	UNICOM 122.95
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DME or RADAR REQUIRED



One Minute Holding Pattern

VORTAC

2500

237°

057°

057°

1700

DARRY PXV RADAR

PXV 11.1

PXV 12.6

3.34°

TCH 52

9 NM

2.1 NM

1.5

2500

PXV

113.3

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-4	900-1	515 (500-1)	900-1½	900-1¾
			515 (500-1½)	515 (500-1¾)
CIRCLING	940-1	960-1	960-1½	980-2
	522 (600-1)	542 (600-1)	542 (600-1½)	562 (600-2)

ELEV 418

D

HIRL Rwy 4-22 and 18-36
REIL Rwy 4, 18 and 36
MIRL Rwy 9-27

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

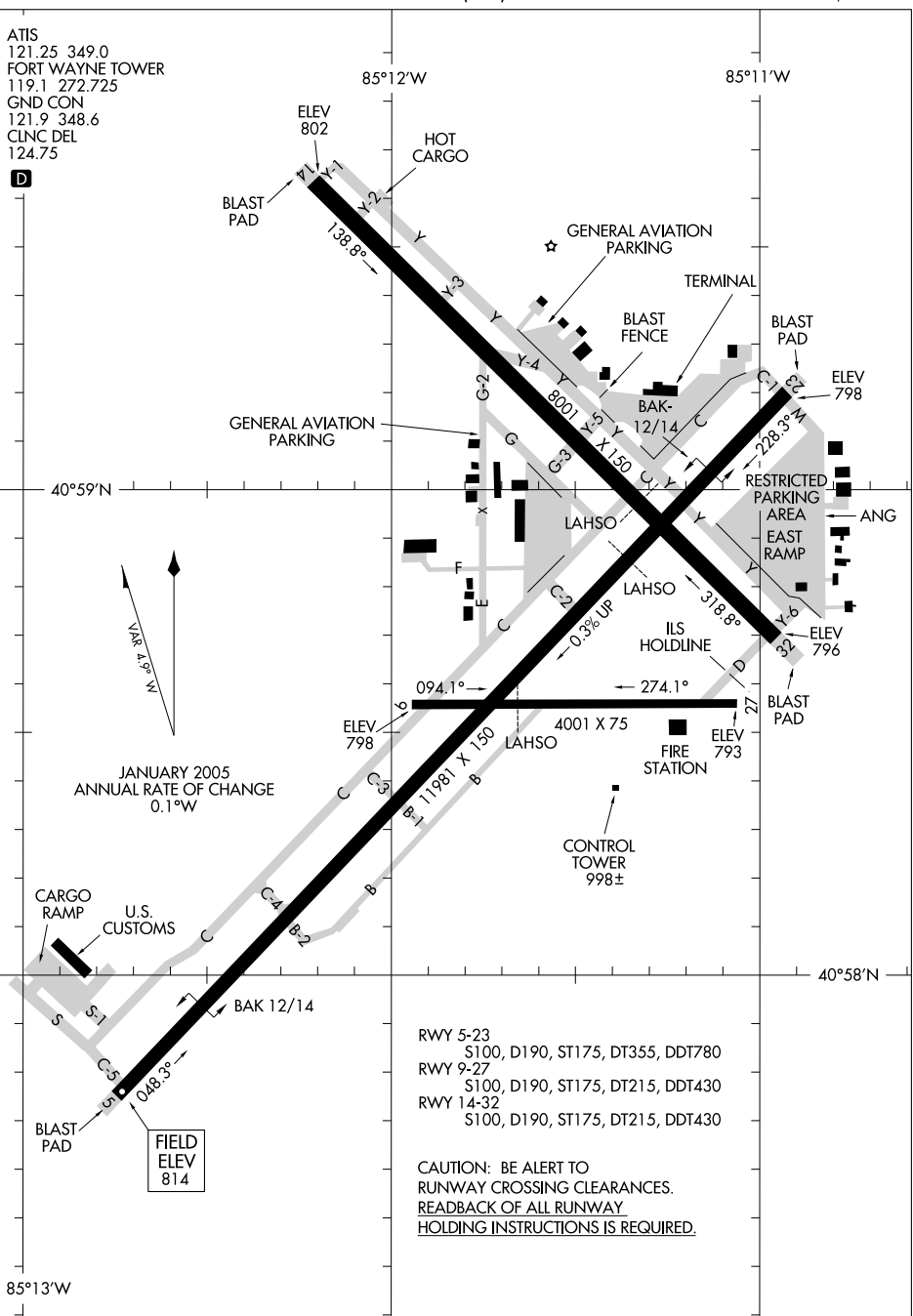
AIRPORT DIAGRAM

AL-156 (FAA)

FORT WAYNE INTL (FWA)
FORT WAYNE, INDIANA

ATIS
121.25 349.0
FORT WAYNE TOWER
119.1 272.725
GND CON
121.9 348.6
CLNC DEL
124.75

D



RWY 5-23
S100, D190, ST175, DT355, DDT780
RWY 9-27
S100, D190, ST175, DT215, DDT430
RWY 14-32
S100, D190, ST175, DT215, DDT430

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 17 DEC 2009 to 14 JAN 2010

LOC I-FWA 109.9	APCH CRS 318°	Rwy Idg TDZE Arpt Elev 8001 800 814
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JAL-156 [USAF]

FORT WAYNE INTL (KFWA)

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.



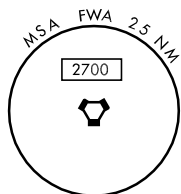
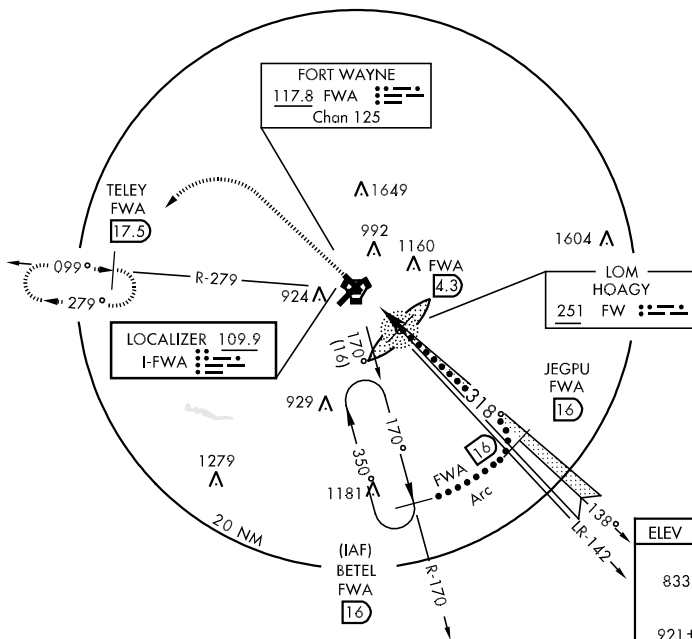
MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT and hold.

ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75	ASR
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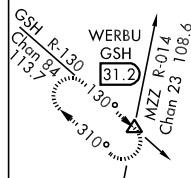
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile,
CAT DE RVR to 60 and vis to 1 ¼ miles.

Λ
1879

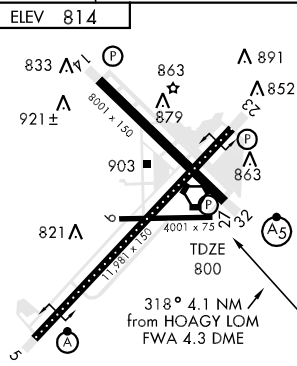
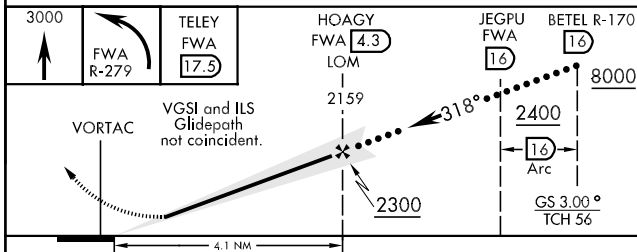
ADF, DME or RADAR
REQUIRED



ALTERNATE MISSED
APPROACH FIX



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-ILS 32 *	1000/24	200 (200-½)	
S-LOC 32 **	1160/24 360 (400-½)	1160/40 360 (400-¾)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2 ½ 706 (800-2½)

TDZ/CL Rwy 5
REIL Rwy 14 and 23
HIRL Rwy 5-23 and 14-32

FAF to MAP 4.1 NM

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

LOC I-FWA
109.9APCH CRS
138°Rwy Idg
TDZE **802**
Arprt Elev **814**

JAL-156 [USAF]

FORT WAYNE INTL (KFWA)

HI-LOC BC RWY 14

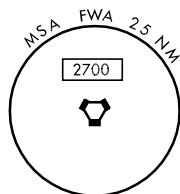
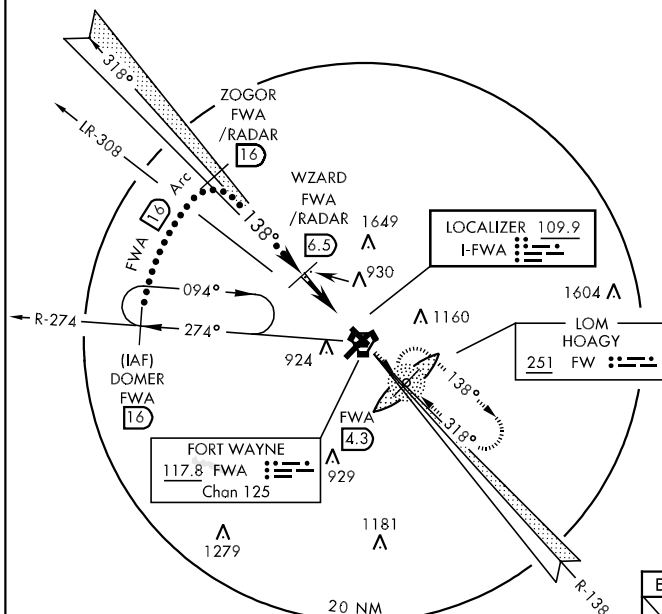
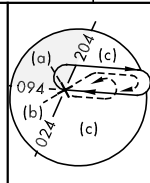


MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000 (ADF or DME or RADAR REQUIRED).

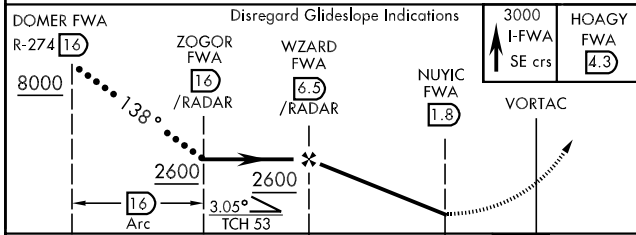
ATIS
121.25 349.0FORT WAYNE APP CON
127.2 284.6FORT WAYNE TOWER
119.1 272.725GND CON
121.9 348.6CLNC DEL
124.75

ASR

BACK COURSE DME or RADAR REQUIRED

1879


EMERG SAFE ALT 100 NM 3100



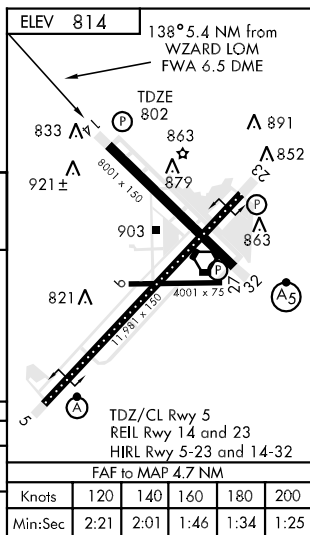
CATEGORY	C	D	E
S-14	1220-1¼	418 (500-1¼)	1220-1½ 418 (500-1½)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FORT WAYNE, INDIANA

40°59'N-85°11'W

FORT WAYNE INTL (KFWA)

Amdt 3 09295

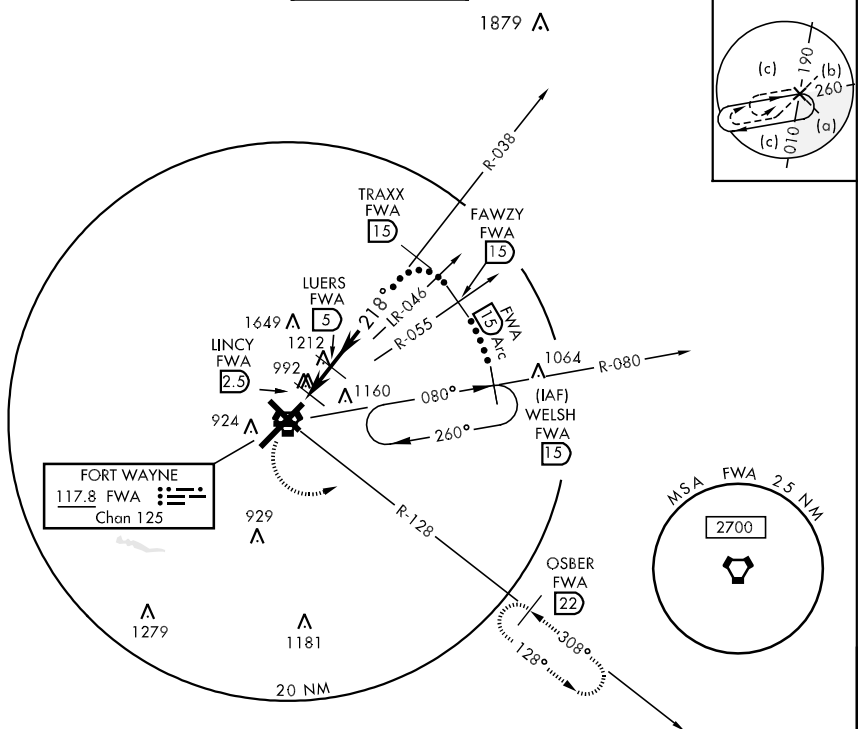


HI-LOC BC RWY 14

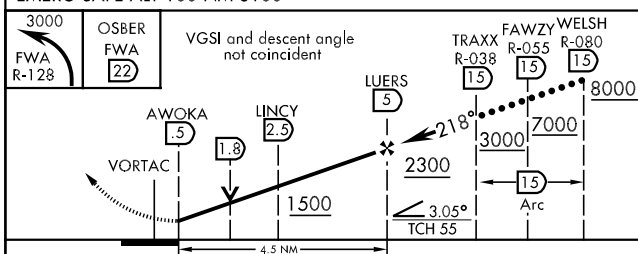
VORTAC FWA 117.8 Chan 125	APCH CRS 218°	Rwy Idg 11,981 TDZE 799 Arpt Elev 814	JAL-156 [USAF]	FORT WAYNE INTL (KFWA)
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MISSED APPROACH: Climbing left turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

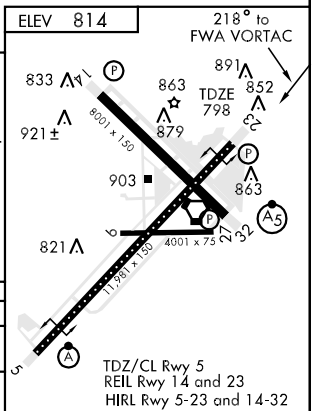
ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75	ASR
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EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-23	1300-1½ 502	(500-1½)	1300-1¾ 502 (500-1¾)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)



FORT WAYNE, INDIANA

40°59'N-85°11'W

FORT WAYNE INTL (KFWA)

Amdt 5 09295

ULTA CANADIAN CO.

VORTAC FWA
117.8
Chan 125

APCH CRS
312°

Rwy Idg
TDZE
Arpt Elev
8001
800
814

JAL-156 [USAF]

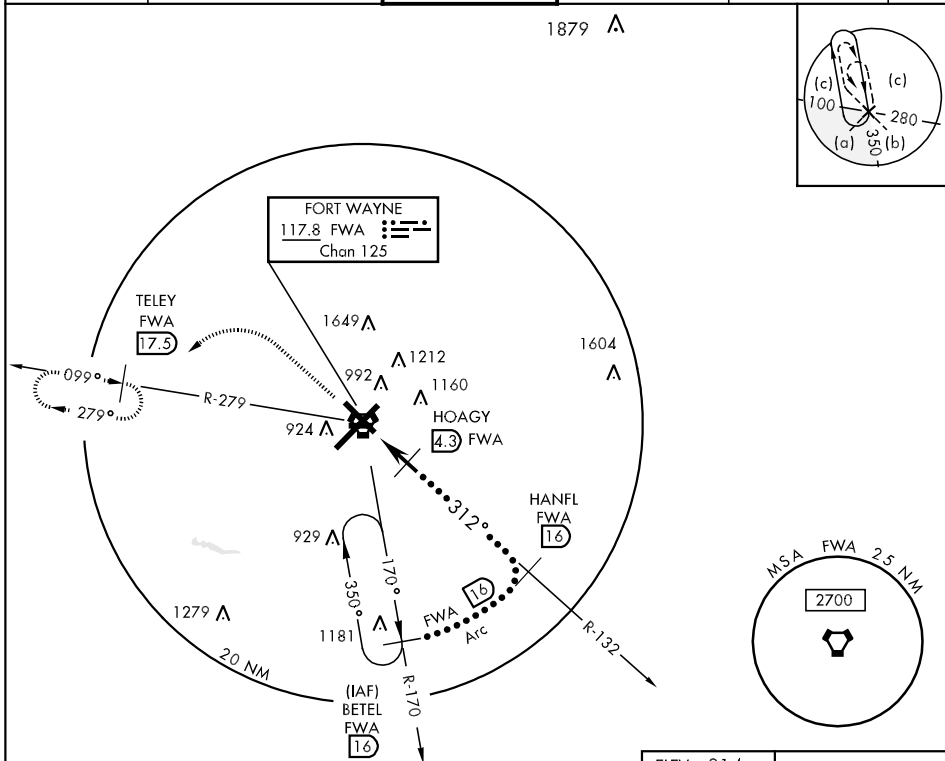
FORT WAYNE INTL (KFWA)

▼ * When ALS is inop, increase CAT C RVR to 60, vis to 1¼ miles, CAT DE vis to 1½ miles.

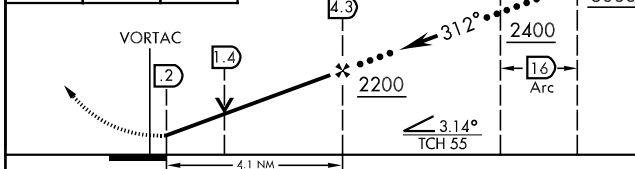
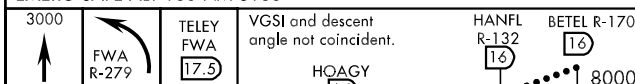


MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT (FWA 17.5 DME) and hold.

ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75	ASR
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EMERG SAFE ALT 100 NM 3100



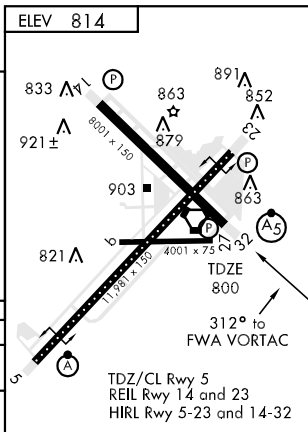
CATEGORY	C	D	E
S-32 *	1260/40 460 (500-34)	1260/50 460 (500-1)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FORT WAYNE, INDIANA

40°59'N-85°11'W

FORT WAYNE INTL (KFWA)



Amdt 4, 082295



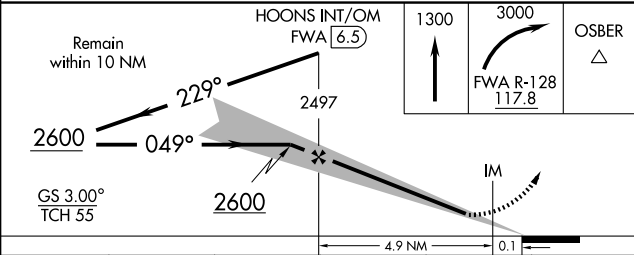
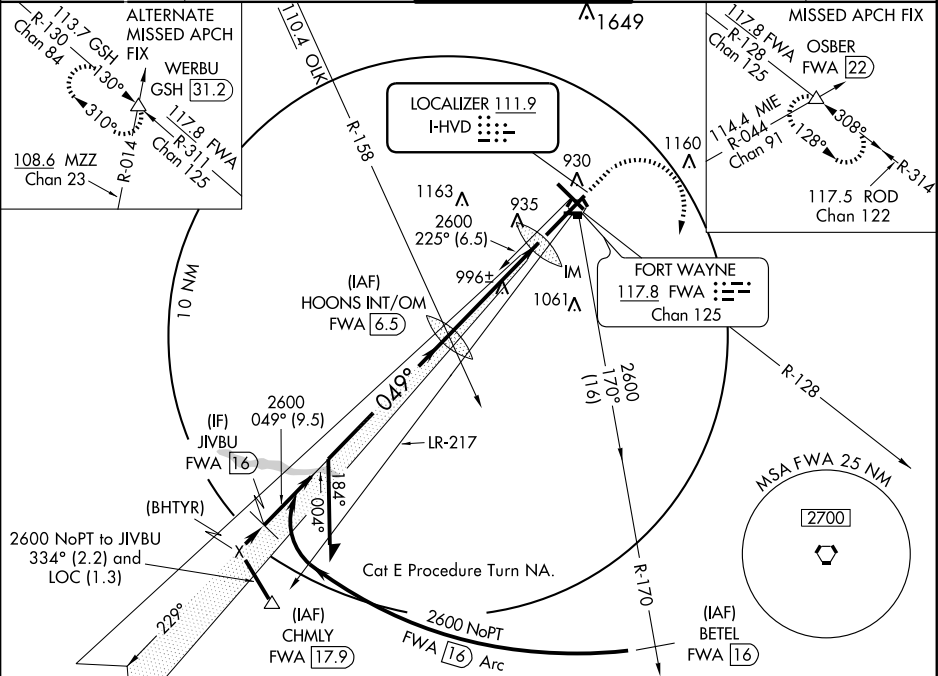
TDZ/CL Rwy 5
REIL Rwy 14 and 23
HIRL Rwy 5-23 and 14-32

LOC I-HVD	APP CRS	Rwy Idg	11981
111.9	049°	TDZE	814
		Apt Elev	814

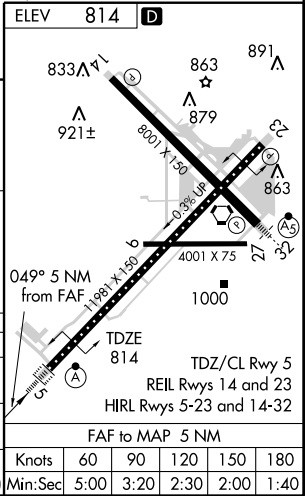
ILS or LOC RWY 5
FORT WAYNE INTL (FWA)

 ASR	For inoperative ALSF-2, increase S-ILS 5 Cat E visibility to RVR 4000 and increase S-LOC 5 Cat E visibility to 1½ mile.	ALSF-2 	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.
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ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75
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CATEGORY	A	B	C	D	E
S-ILS 5	1014/18	200 (200-½)			1014/24 200 (200-½)
S-LOC 5	1260/24	446 (500-½)	1260/40 446 (500-¾)	1260/50	446 (500-1)
CIRCLING	1300-1	486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)



LOC I-FWA	APP CRS	Rwy Idg TDZE	8001
109.9	318°	Apt Elev	800
			814

✚

* RVR 1800 authorized with use of FD or AP or HUD to DA.

⚠

For inoperative MALSR, increase S-ILS 32 Cat E visibility to RVR 4000 and S-LOC 32 Cat E visibility to RVR 6000. DME from FWA VORTAC.

MALSR

AS

MISSED APPROACH:

Climb to 3000 then left turn via FWA R-279 to TELEY INT/FWA 17.5 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

MISSED APCH FIX

TELEY FWA 17.5

117.8 FWA

R-279

Chan 125

279°

099°

R-012

108.6 MZZ

Chan 23

ADF, DME or RADAR REQUIRED

1627

1649

FORT WAYNE

117.8 FWA

Chan 125

930

1160

2900 to LOM

133° (4.3)

LOM/IAF

HOAGY

251 FW

FWA 4.3

LOCALIZER 109.9

I-FWA

1163

935

1000

891±

1061

R-279

R-168

318°

IR-142

093°

273°

2300

318° (11.7)

(IF)

JEGPU

FWA 16

138°

2400 NoPT

FWA 16 Arc

(IAF)

ZULUG

FWA 16

10 NM

MSA FW 25 NM

2700

ALTERNATE MISSED APCH FIX

WERBU

GSH 31.2

117.8 FWA

R-311

Chan 125

113.7 GSH

R-130

Chan 84

130°

310°

108.6 MZZ

Chan 23

R-014

ELEV 814

D

833

863

879

863

891

921±

8001 X 120

0-2% UP

4001 X 75

1000

800

318° 4.1 NM from FAF

TDZ

CL Rwy 5

REIL Rwy 14 and 23

HIRL Rwy 5-23 and 14-32

FAF to MAP 4.1 NM

CATEGORY	A	B	C	D	E
S-ILS 32	* 1000/24 200 (200-½)				
S-LOC 32	1160/24 360 (400-½)		1160/40 360 (400-¾)		1000/24 200 (200-½)
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

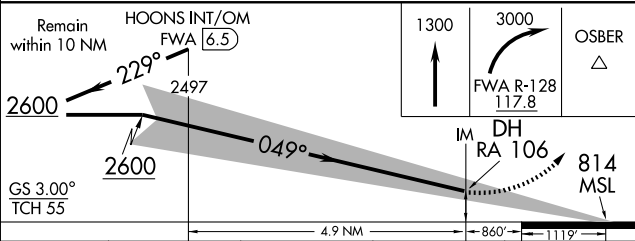
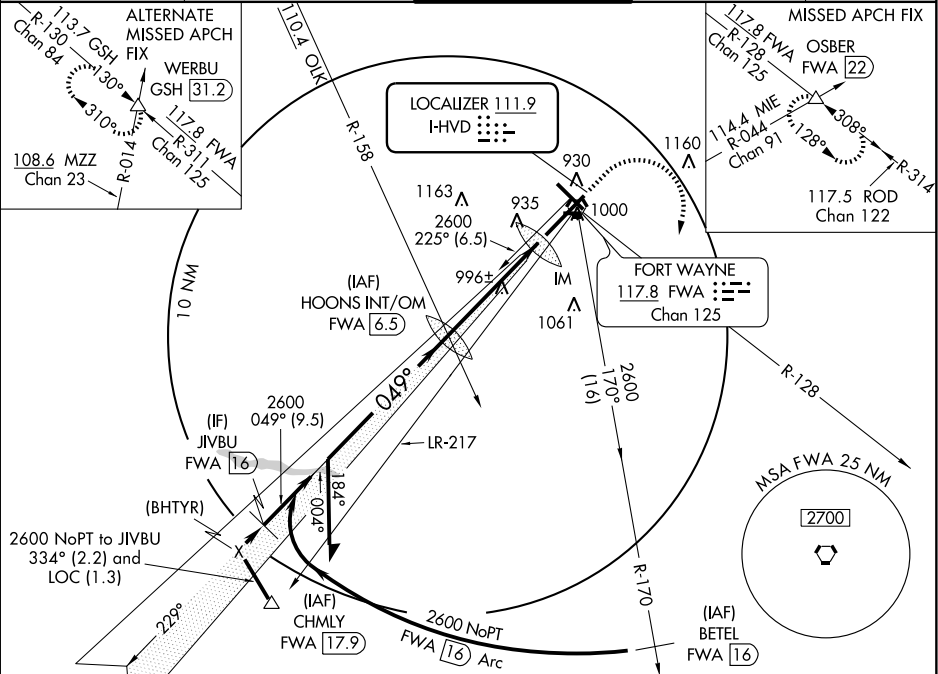
EC-2, 17 DEC 2009 to 14 JAN 2010

ILS RWY 5 (CAT II)
FORT WAYNE INTL (FWA)

LOC I-HVD 111.9	APP CRS 049°	Rwy Idg 11981 TDZE 814 Apt Elev 814
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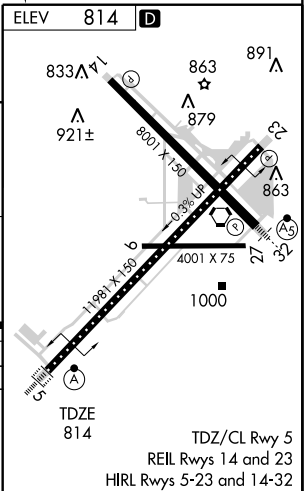
 ASR	ALSF-2 	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.
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ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75
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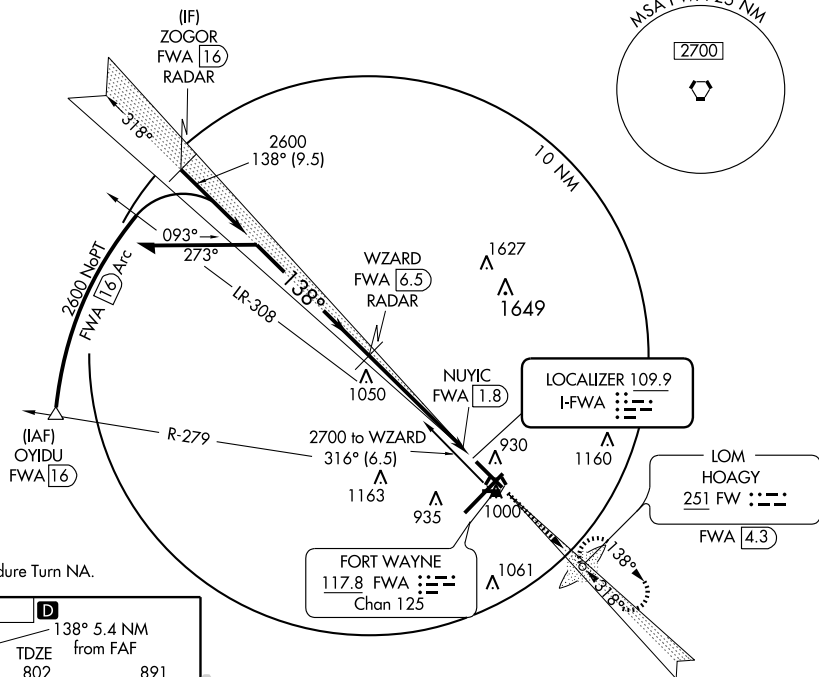
CATEGORY	A	B	C	D
S-ILS 5	RA 106/12 100 DA 914			

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

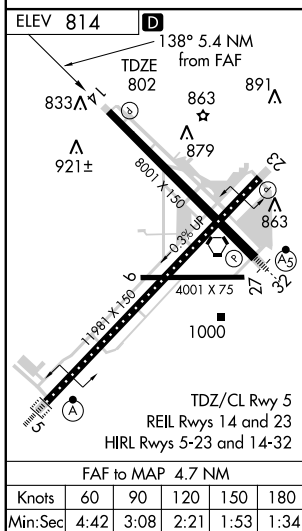


 ADF or DME or Radar Required.	MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000.
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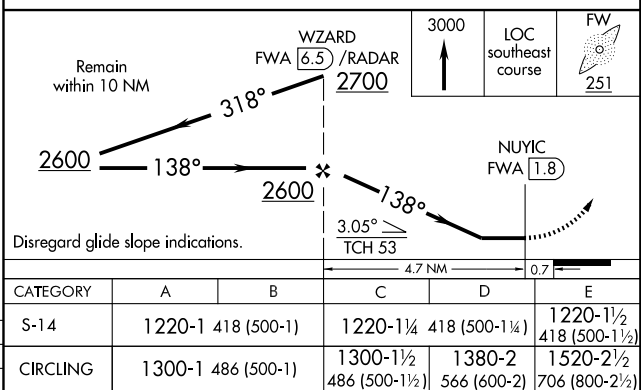
BACK COURSE



Cat E Procedure Turn NA.




DME or RADAR REQUIRED



WAAS CH 93609 W05A	APP CRS 047°	Rwy Idg TDZE 815 Apt Elev 815
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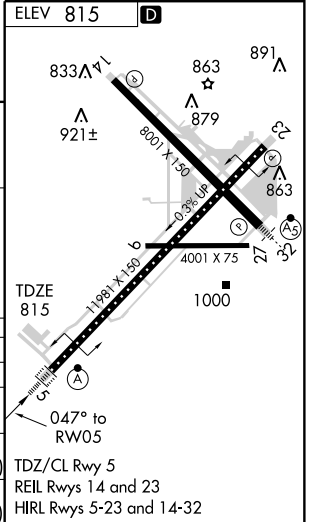
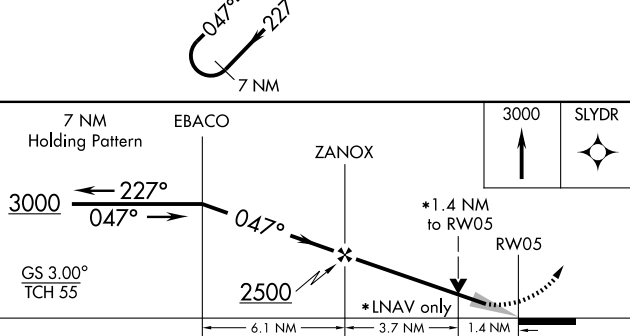
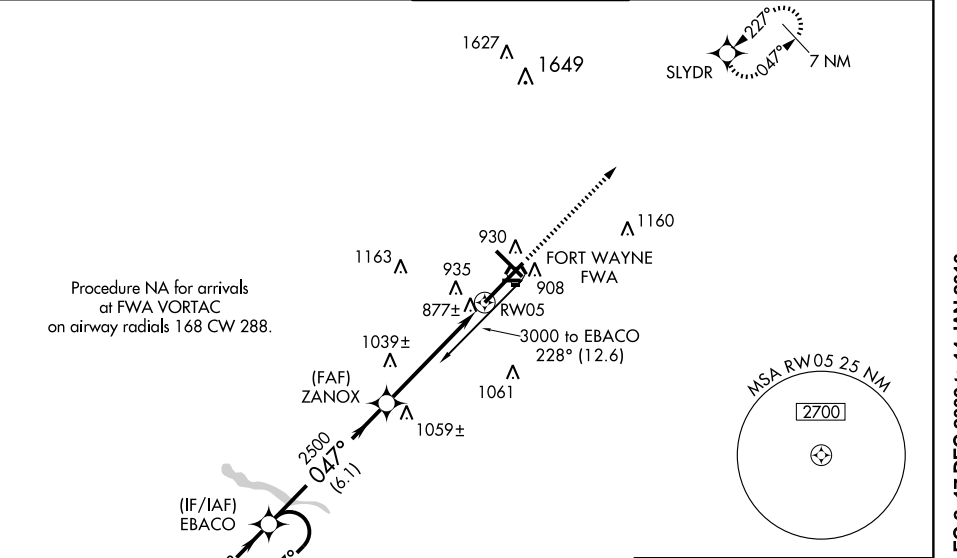
When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1122, increase LNAV/VNAV DA to 1332, increase all MDA 60 feet, increase LNAV/VNAV visibility ¼ mile, increase LNAV Cat C/D/E visibility ¼ mile, and increase Circling Cat E visibility ¼ mile. For inoperative ALSF when using Auburn altimeter setting, increase LPV visibility to RVR 5000, increase LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 2 miles. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH:
Climb to 3000 direct
SLYDR and hold.

ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75
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CATEGORY	A	B	C	D	E
LPV DA	1065/24 250 (300-½)				
LNAV/VNAV DA	1275/50 460 (500-1)				
LNAV MDA	1300/24 485 (500-½)	1300/40 485 (500-¾)	1300/50 485 (500-1)	1300/60 485 (500-1¼)	
CIRCLING	1300-1 485 (500-1)	1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)	

APP CRS	Rwy Idg	8001
318°	TDZE	800
	Apt Elev	815

RNAV (GPS) RWY 32

T	GPS or RNP-0.3 required.
A NA	DME/DME RNP-0.3 NA.
ASR	Baro-VNAV NA below -16°C (4°F).

MALSR



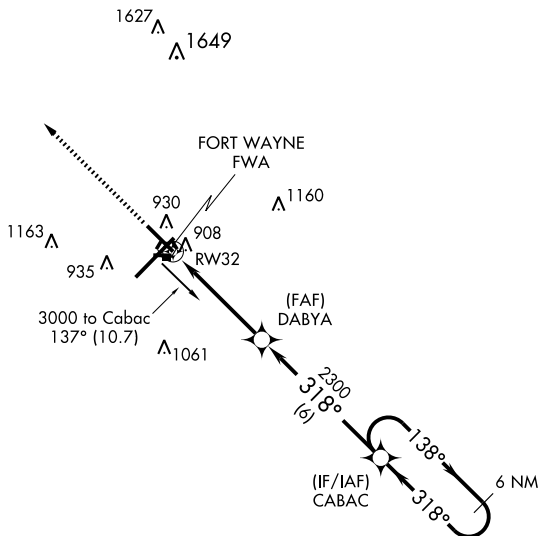
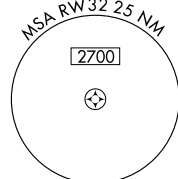
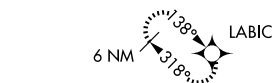
MISSED APPROACH: Climb to 3000
direct LABIC WP and hold.

ATIS
121.25 349.0

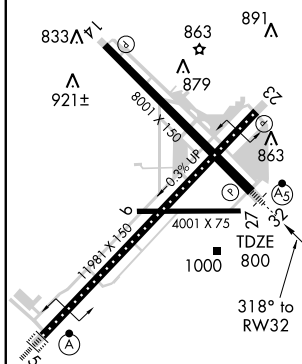
FORT WAYNE APP CON
127.2 284.6

FORT WAYNE TOWER
119.1 272.725

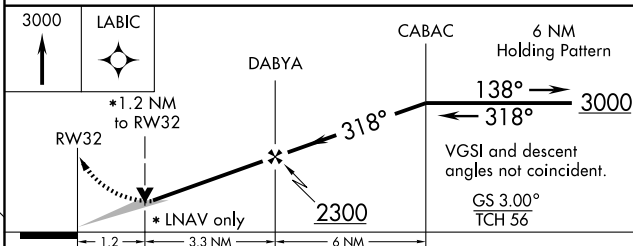
GND CON
121.9 348.6

CLNC DEL
124.75

ELEV 815





TDZ/CL Rwy 5
REIL Rwy 14 and 23
HIRL Rwy 5-23 and 14-32



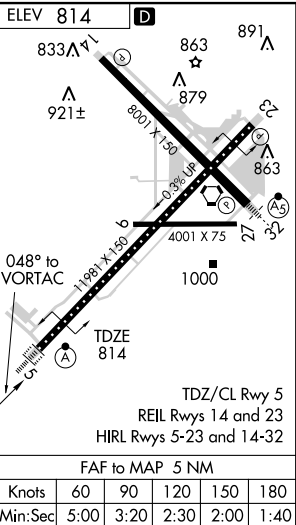
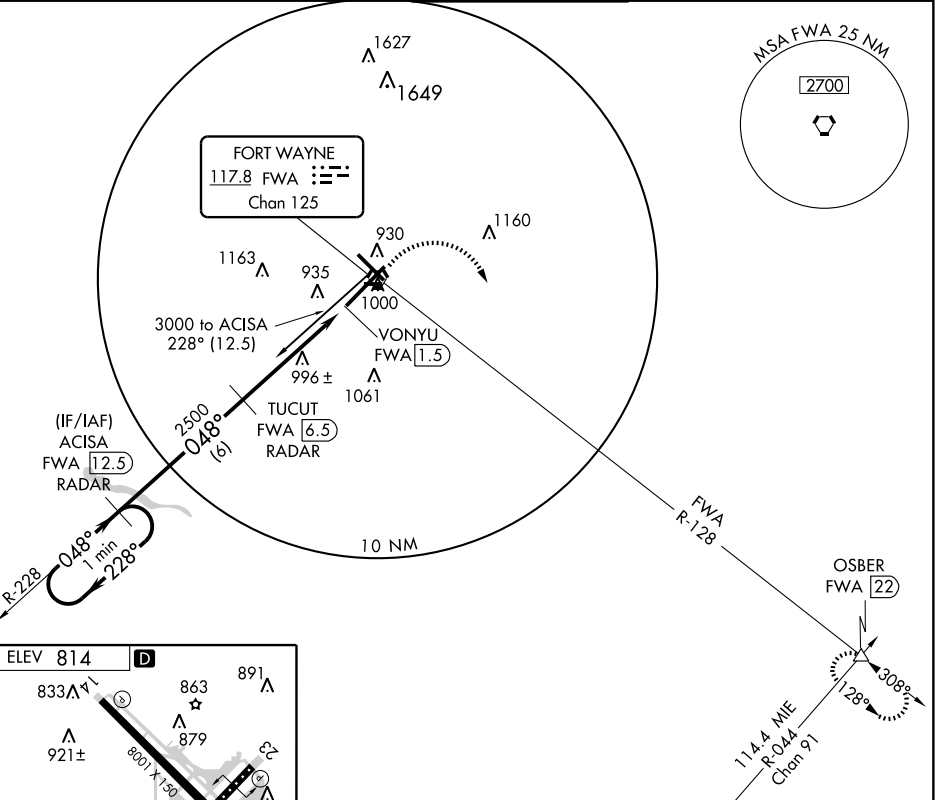
CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	1260/50 460 (500-1)			
LNAV MDA	1260/24 460 (500-½)	1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1320-1½ 505 (600-1½)			1380-2 565 (600-2)

VORTAC FWA	APP CRS	Rwy Idg	11981
117.8	048°	TDZE	814
Chan 125		Apt Elev	814

VOR or TACAN RWY 5
FORT WAYNE INTL (FWA)

 For Inoperative ALSF-2, increase S-5 Cat E visibility ½ mile. ASR DME or RADAR Required.	ALSF-2 	MISSED APPROACH: Climbing right turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.
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ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75
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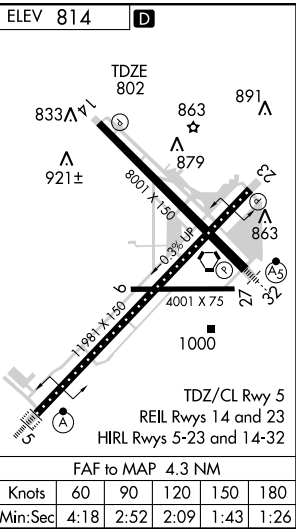
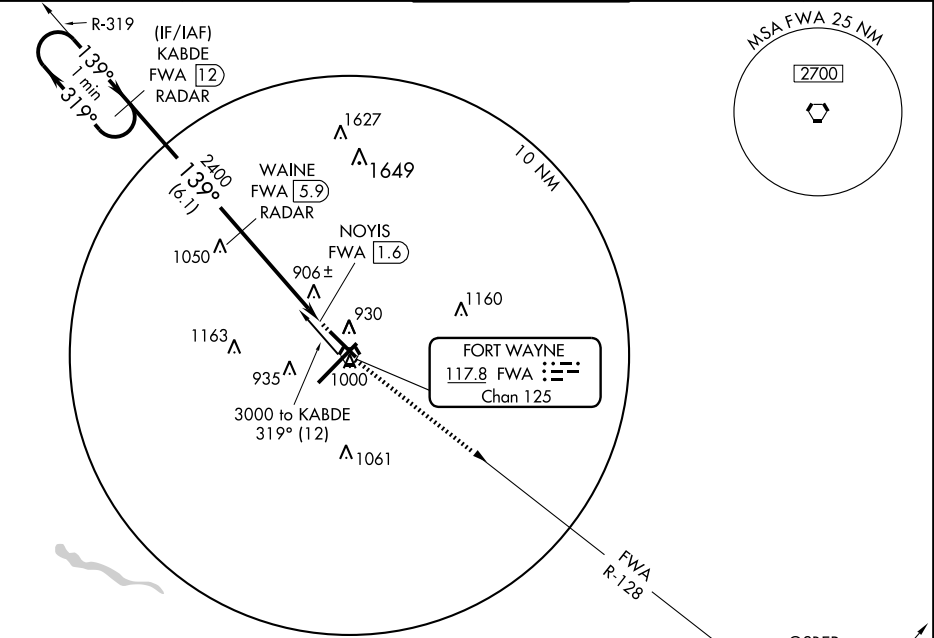


CATEGORY	One Minute Holding Pattern		ACISA FWA 12.5 RADAR	TUCUT FWA 6.5 RADAR	3000	FWA R-128 117.8	OSBER
	3000 ← 228° 048° →		048°	2500	3.07° TCH 55	FWA 2.9	VONYU FWA 1.5
		6 NM	3.6 NM	1.4			
		A	B	C	D	E	
S-5		1320/24	506 (600-½)	1320/50	506 (600-1)	1320/60 506 (600-1¼)	
CIRCLING		1320-1	506 (600-1)	1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)	

VORTAC FWA	APP CRS	Rwy Idg	8001
117.8	139°	TDZE	802
Chan 125		Apt Elev	814

VOR or TACAN RWY 14
FORT WAYNE INTL (F'WA)

 DME or RADAR Required.	MISSED APPROACH: Climb to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.			
ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75



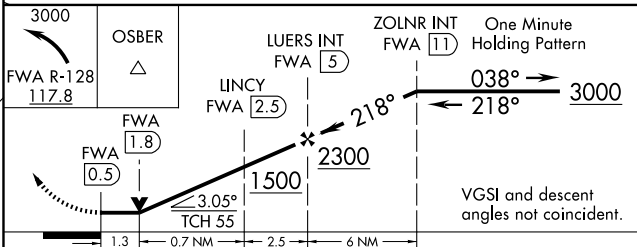
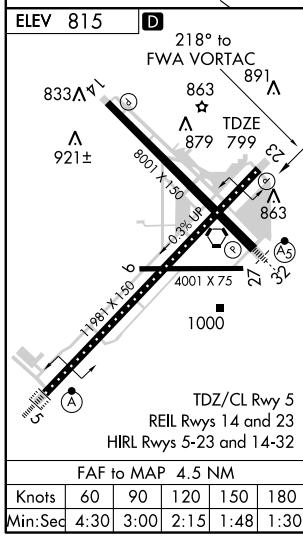
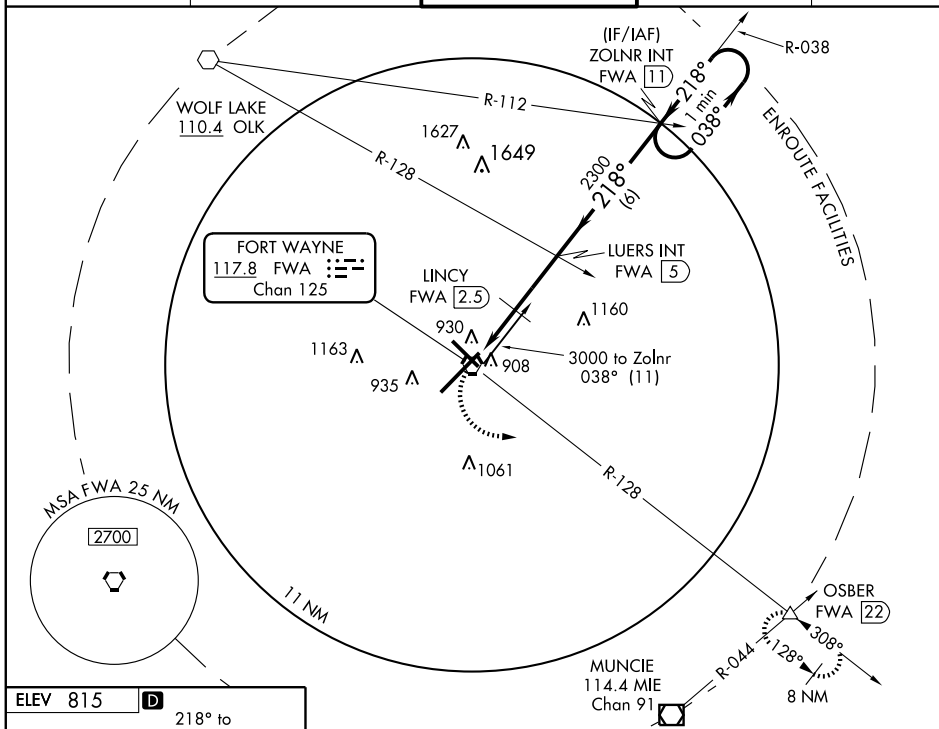
One Minute Holding Pattern		KABDE FWA 12 RADAR	WAINE FWA 5.9 RADAR	3000	FWA R-128 117.8	OSBER
3000 ← 319° → 139°		139°	2400	3.05° TCH 53	FWA 2.5 NOYIS FWA 1.6	
		6.1 NM	3.4 NM	0.9	0.5	
CATEGORY	A	B	C	D	E	
S-14	1280-1	478 (500-1)	1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)	1280-1¾ 478 (500-1¾)	
CIRCLING	1300-1	486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)	

VORTAC FWA 117.8 Chan 125	APP CRS 218°	Rwy Idg TDZE 799 Apt Elev 815
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VOR or TACAN RWY 23

FORT WAYNE INTL (F'WA)

ASR 		MISSED APPROACH: Climbing left turn to 3000 via FWA R-128 to OSBER Int/22 DME and hold.		
ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75



CATEGORY	A	B	C	D	E
S-23	1500-1 701 (700-1)		1500-2 701 (700-2)	1500-2½ 701 (700-2½)	1500-2½ 701 (700-2½)
CIRCLING	1500-1 685 (700-1)		1500-2 685 (700-2)	1500-2½ 685 (700-2½)	1520-2½ 705 (800-2½)
LINCY FIX MINIMUMS					
S-23	1300-1 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1320-1 505 (600-1)		1320-1½ 505 (600-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

GPS RWY 13

FORT WAYNE/ SMITH FIELD (SMD)

APP CRS	Rwy Idg	2203
133°	TDZE	834
	Apt Elev	834

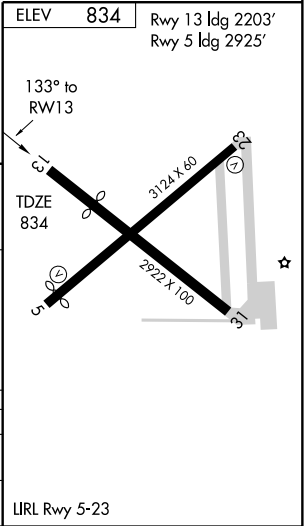
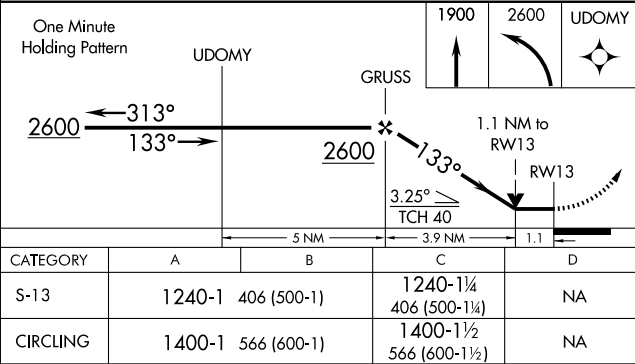
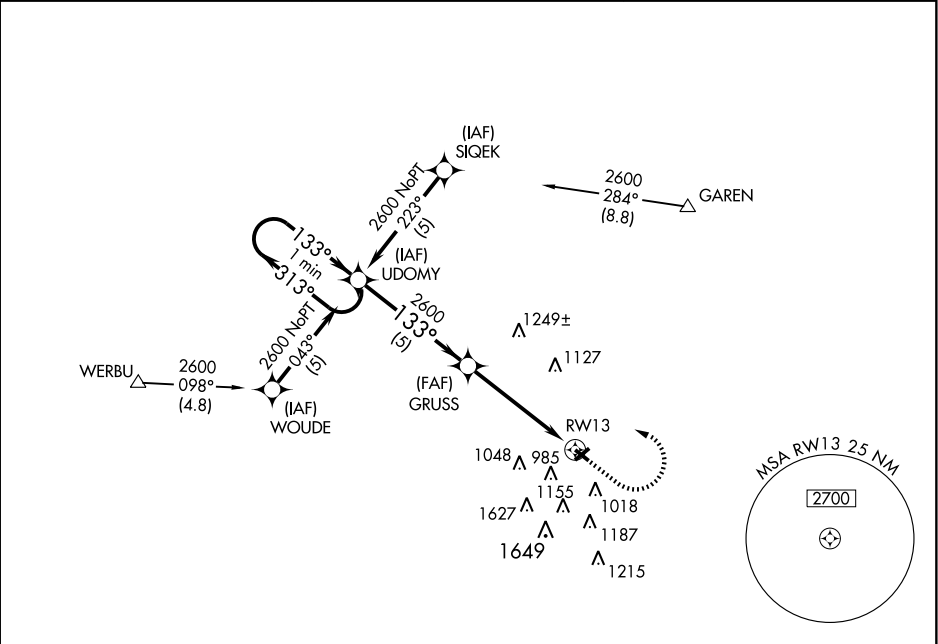
▼

▲ NA

Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct UDOMY WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF)



VOR OLK	APP CRS	Rwy Idg	2203
110.4	115°	TDZE	834
		Apt Elev	834

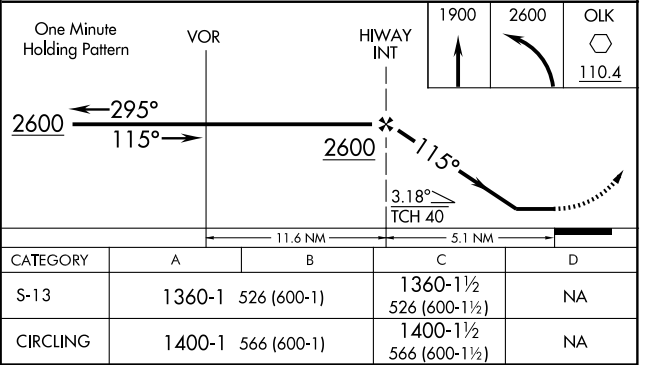
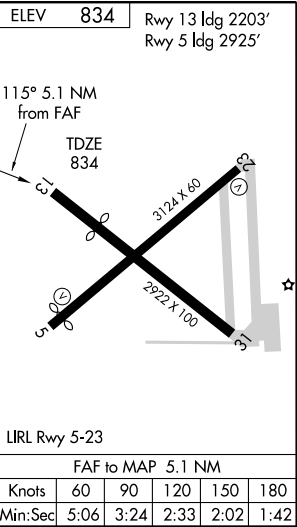
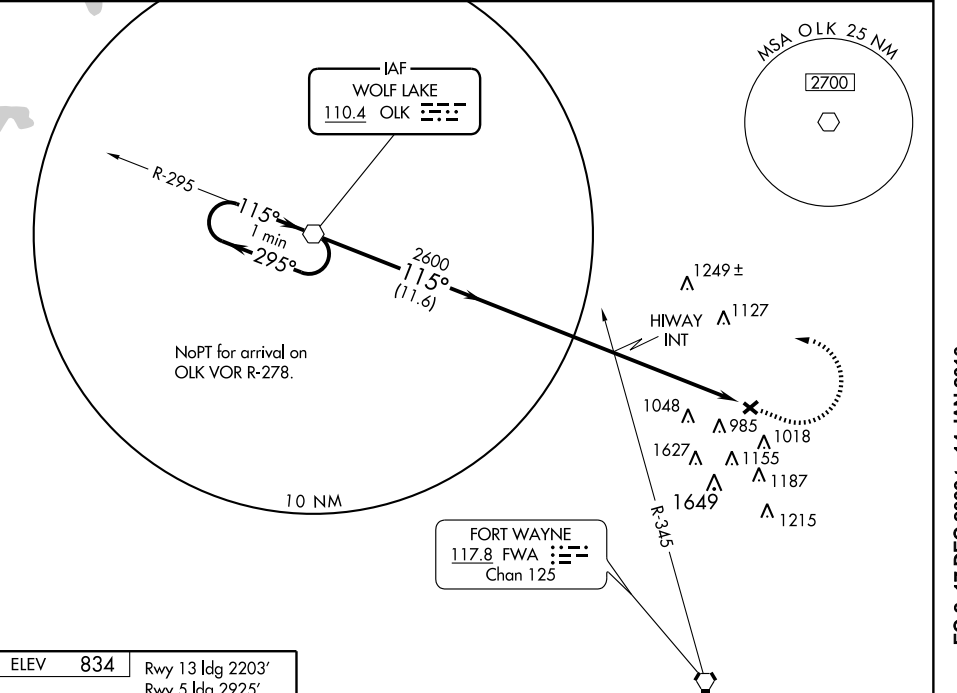
▼

▲

Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct OLK VOR and hold.

AWOS-3 124.55	FORT WAYNE APP CON 127.2 284.6	UNICOM 122.8 (CTAF)
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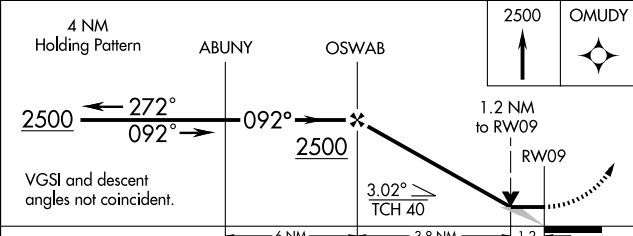
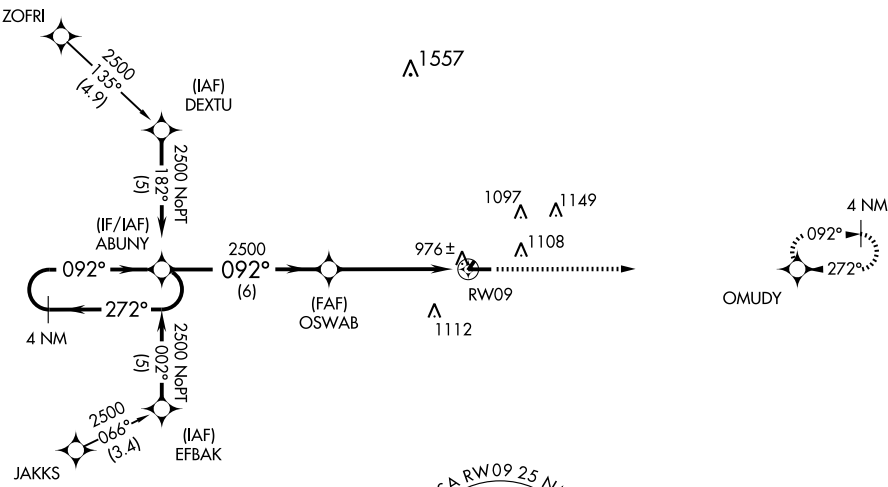
APP CRS	Rwy Idg	5000
092°	TDZE	859
	Apt Elev	861

RNAV (GPS) RWY 9
FRANKFORT MUNI (FKR)

▲ NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct to OMUDY WP and hold.
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AWOS-3 124.325	CHICAGO CENTER 123.85 343.95	UNICOM 123.0 (CTAF) ①
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Procedure NA for arrival at ZOFRI
via V51-87 northwestbound.



ELEV 861

2500
OMUDY

TDZE 859

2500 x 70

5000 x 75

092° to RW09

27

CATEGORY	A	B	C	D
LNNAV MDA	1280-1	421 (500-1)	1280-1¼	421 (500-1¼)
CIRCLING	1460-1	599 (600-1)	1460-1½	1460-2
			599 (600-1½)	599 (600-2)

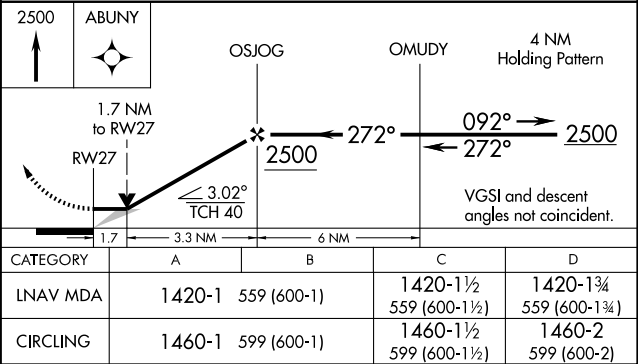
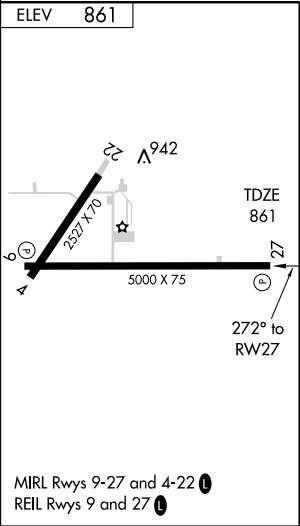
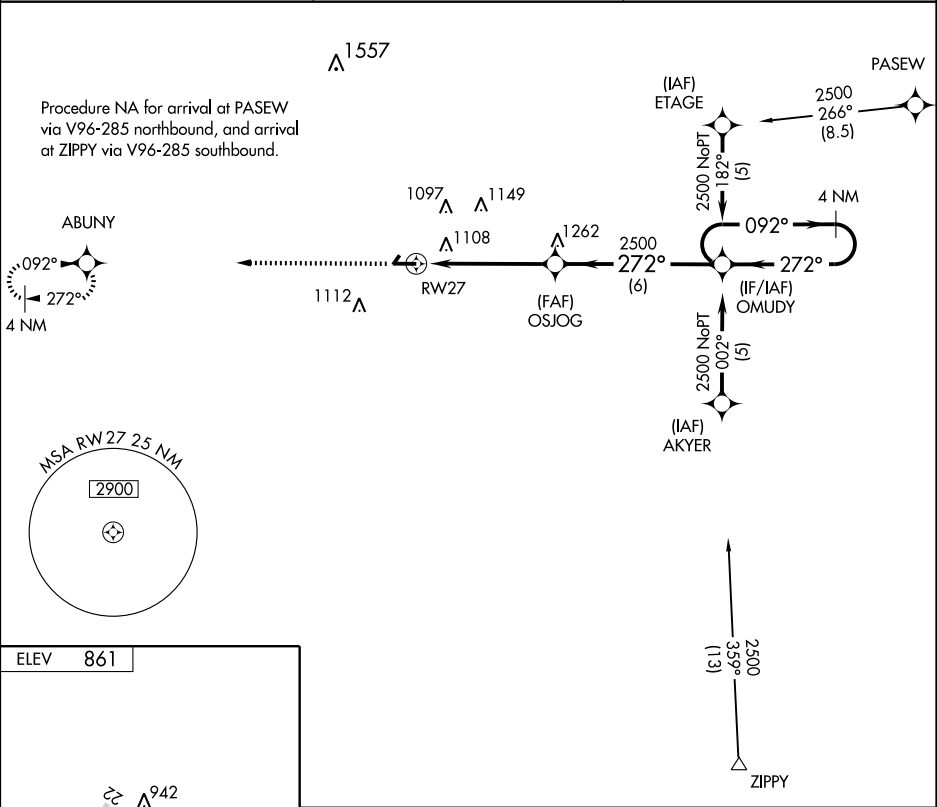
MIRL Rwy 9-27 and 4-22 ①
REIL Rwy 9 and 27 ①

APP CRS	Rwy Idg	5000
272°	TDZE	861
	Apt Elev	861

RNAV (GPS) RWY 27
FRANKFORT MUNI (FKR)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct ABUNY WP and hold.
----	---	---

AWOS-3 124.325	CHICAGO CENTER 123.85 343.95	UNICOM 123.0 (CTAF)
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GPS RWY 26
FRENCH LICK MUNI (FRH)

APP CRS	Rwy Idg	5500
258°	TDZE	792
	Apt Elev	792

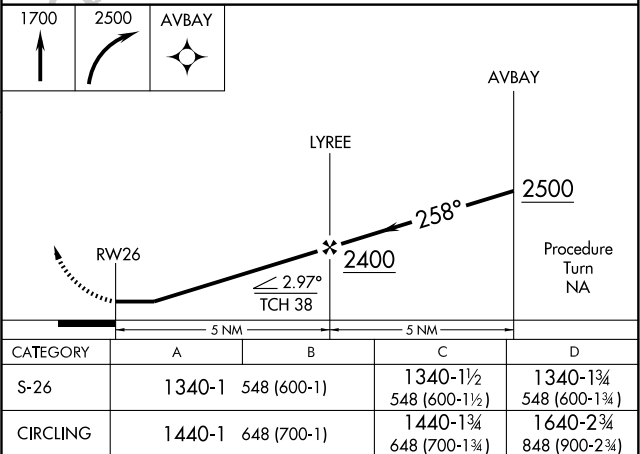
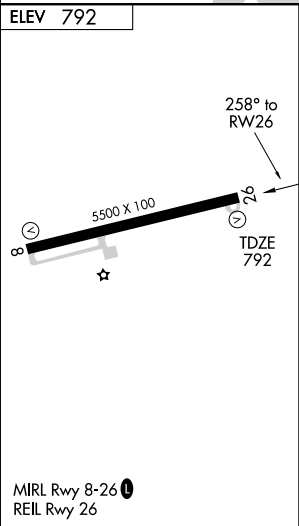
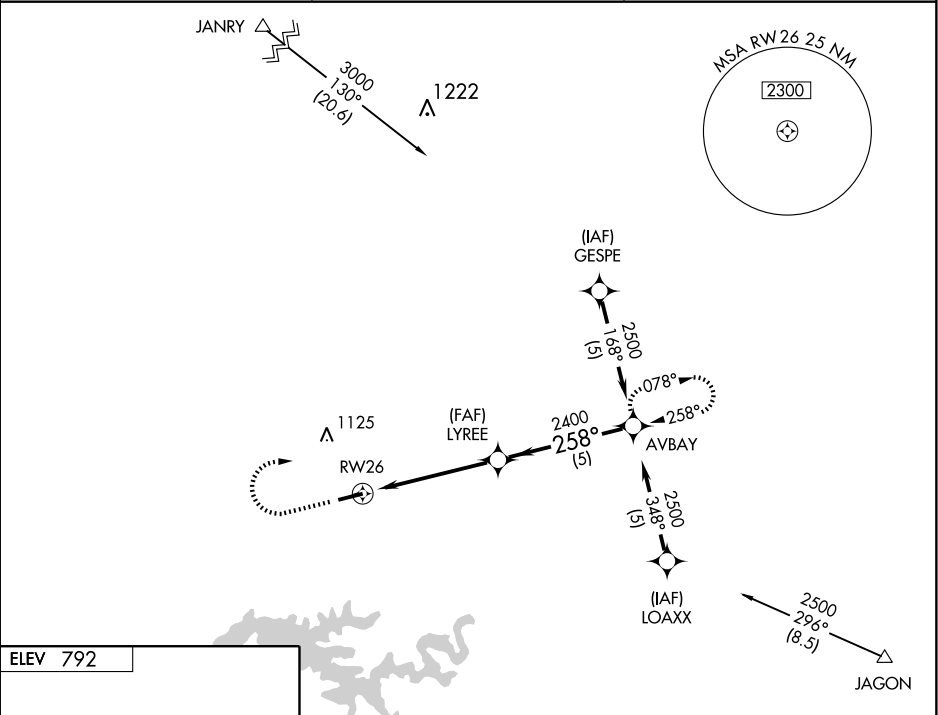
▼

▲ NA

Use Louisville/Standiford altimeter setting.

MISSED APPROACH: Climb to 1700, then climbing right turn to 2500 direct AVBAY WP and hold.

AWOS-3 118.075	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF) 0
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APP CRS	Rwy Idg	5500
078°	TDZE	792
	Apt Elev	792

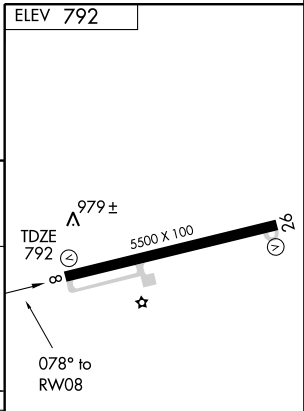
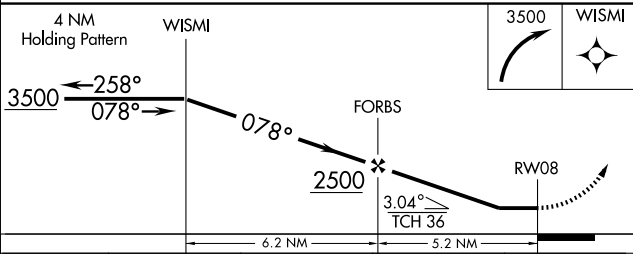
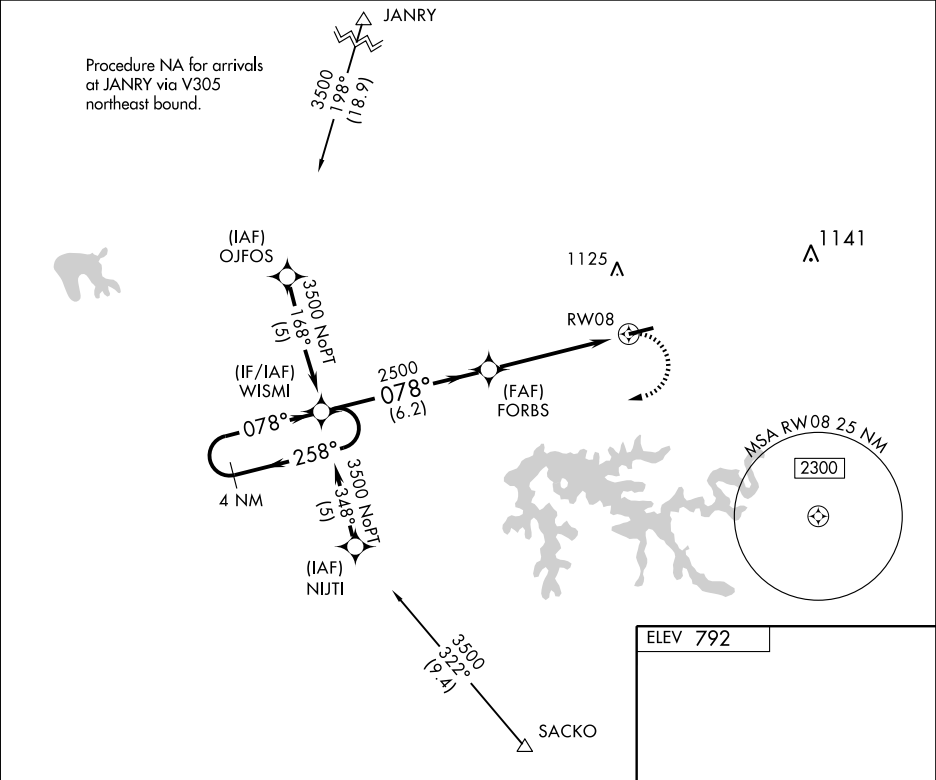
RNAV (GPS) RWY 8
FRENCH LICK MUNI (F.R.H.)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 160 feet, increase LNAV Cat C and D visibility ½ mile, and increase Cat C Circling visibility ¼ mile and Cat D Circling visibility ½ mile.

MISSED APPROACH: Climbing right turn to 3500 direct WISMI and hold.

AWOS-3 118.075	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1240-1	448 (500-1)	1240-1¼ 448 (500-1¼)	1240-1½ 448 (500-1½)
CIRCLING	1280-1	488 (500-1)	1280-1½ 488 (500-1½)	1480-2¼ 688 (700-2¼)

MIRL Rwy 8-26 0
REIL Rwy 26

AIRPORT DIAGRAM

AL-748 (FAA)

GARY/CHICAGO INTL (GYY)
GARY, INDIANA

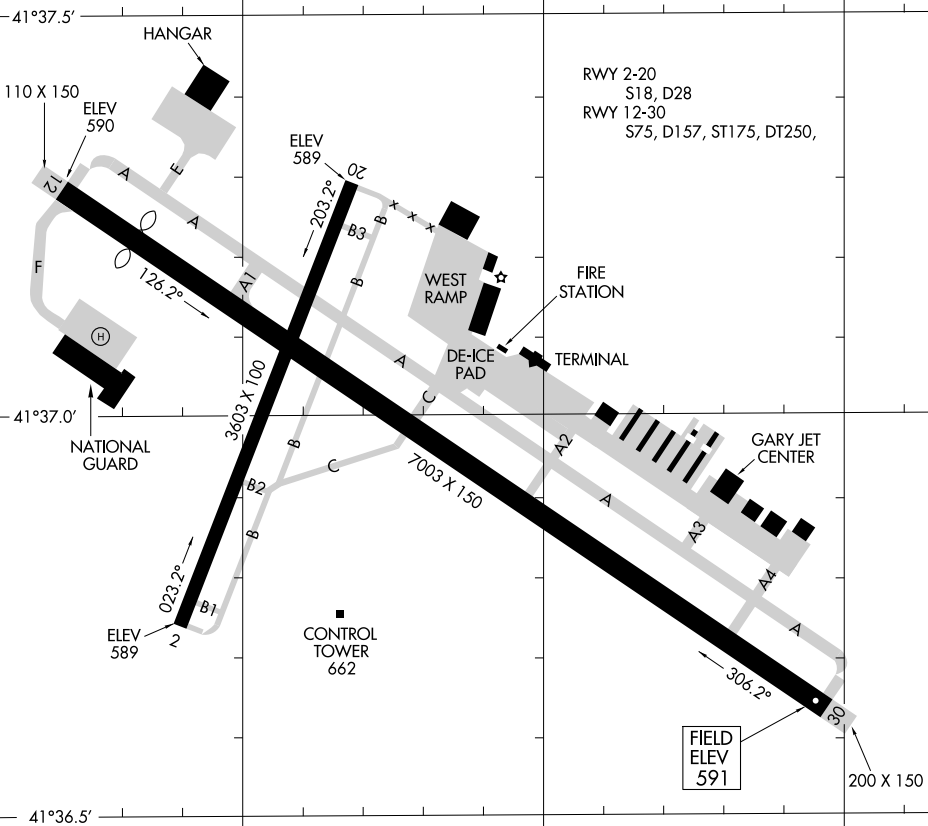
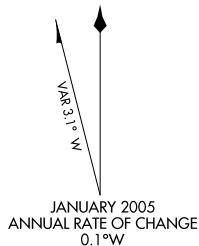
ATIS
120.625
GARY TOWER ★
125.6
GND CON
121.9

791 Δ

87°25.0'

87°24.5'

87°24.0'



EC-2, 17 DEC 2009 to 14 JAN 2010

CHICAGO APP CON
 118.4 388.0
 GARY ATIS
 120.625
 MIDWAY ATIS
 132.75



CHICAGO MIDWAY INTL

GARY/CHICAGO INTL



CHICAGO HEIGHTS
 114.2 CGT
 Chan 89
 N41°30.60' - W87°34.29'

**VERTICAL NAVIGATION
 PLANNING INFORMATION**

Expect clearance to cross at 6000'.

COKED
 N41°25.25'
 W87°31.43'

R-156
 (9)

R-051
 (12)

R-096
 (18)

LUCIT
 N41°13.94'
 W87°25.42'

R-089
 (28)

R-218
 (16)

ZORRO
 N41°04.80'
 W87°20.59'

OXFAT
 N40°47.32'
 W87°11.42'

R-135
 (15)

BOILER
 115.1 BVT
 Chan 98
 N40°33.37' - W87°04.16'
 L-27, H-5

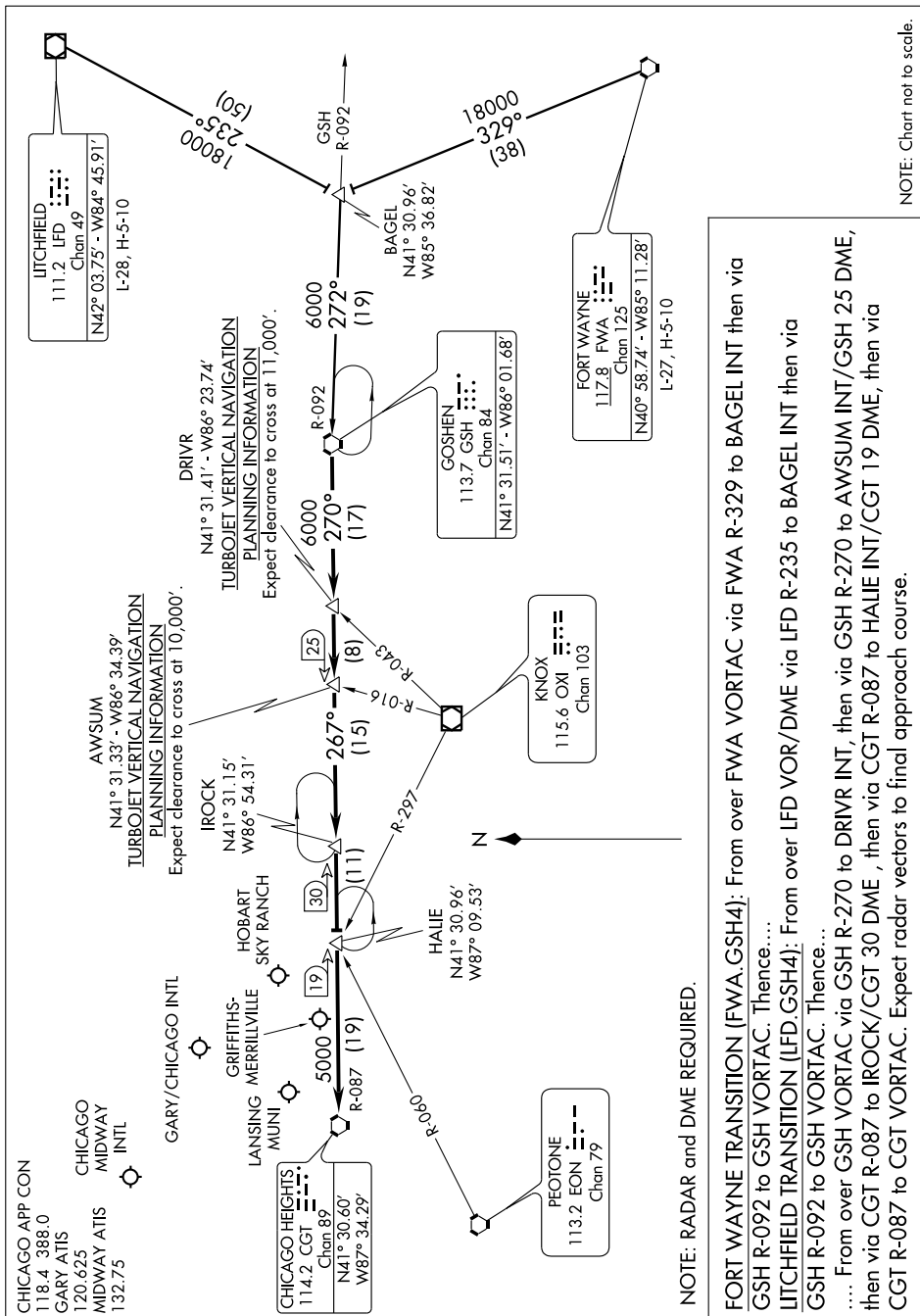
KNOX
 115.6 OXI
 Chan 103

PEOTONE
 113.2 EON
 Chan 79

KANKAKEE
 111.6 IKK
 Chan 53

NOTE: Chart not to scale.

From over BVT VORTAC via BVT R-337 and CGT R-156 to CGT VORTAC.
 Expect vectors to final approach course.



LOC/DME I-GYY <u>108.75</u> Chan 24 (Y)	APP CRS 306°	Rwy Idg 7003 TDZE 591 Apt Elev 591
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ILS or LOC RWY 30

GARY/CHICAGO INTL (GYY)

NA When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase DA to 838 feet, increase all MDAs 60 feet, S-LOC 30 Cat C visibility to RVR 5000 and Cat D visibility to RVR 6000, Circling Cat C visibility to 1¼ mile.



MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGT VORTAC and hold.

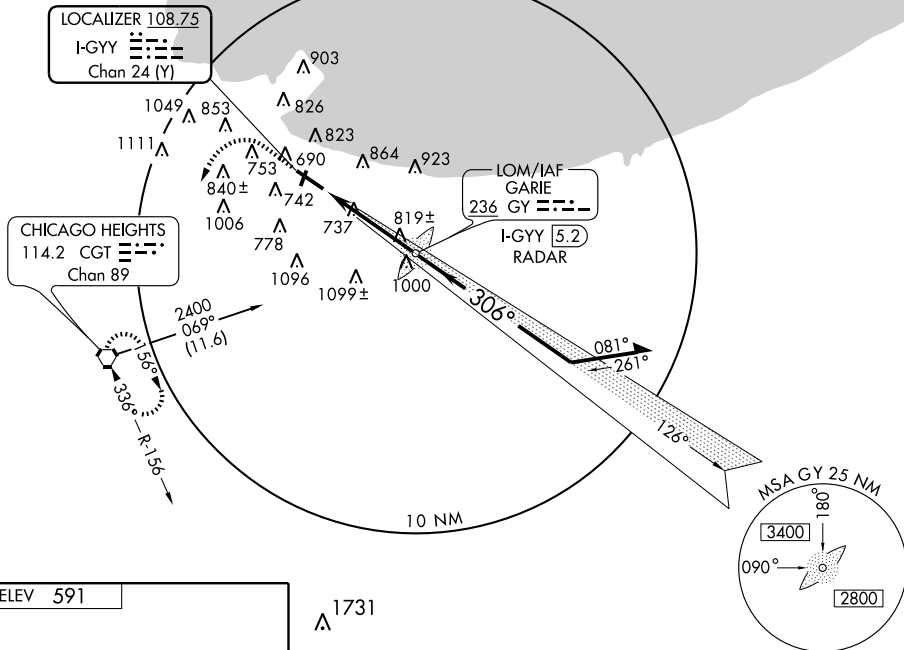
ATIS
120.625

CHICAGO APP CON
133.1 285.6

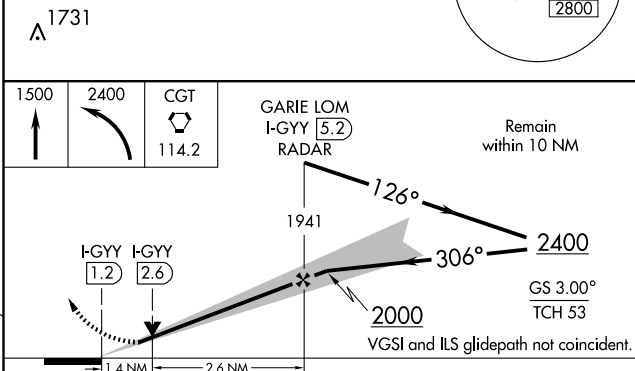
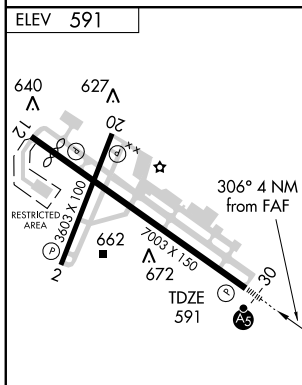
GARY TOWER ★
125.6 (CTAF)

GND CON
121.9

ADF, DME or RADAR REQUIRED

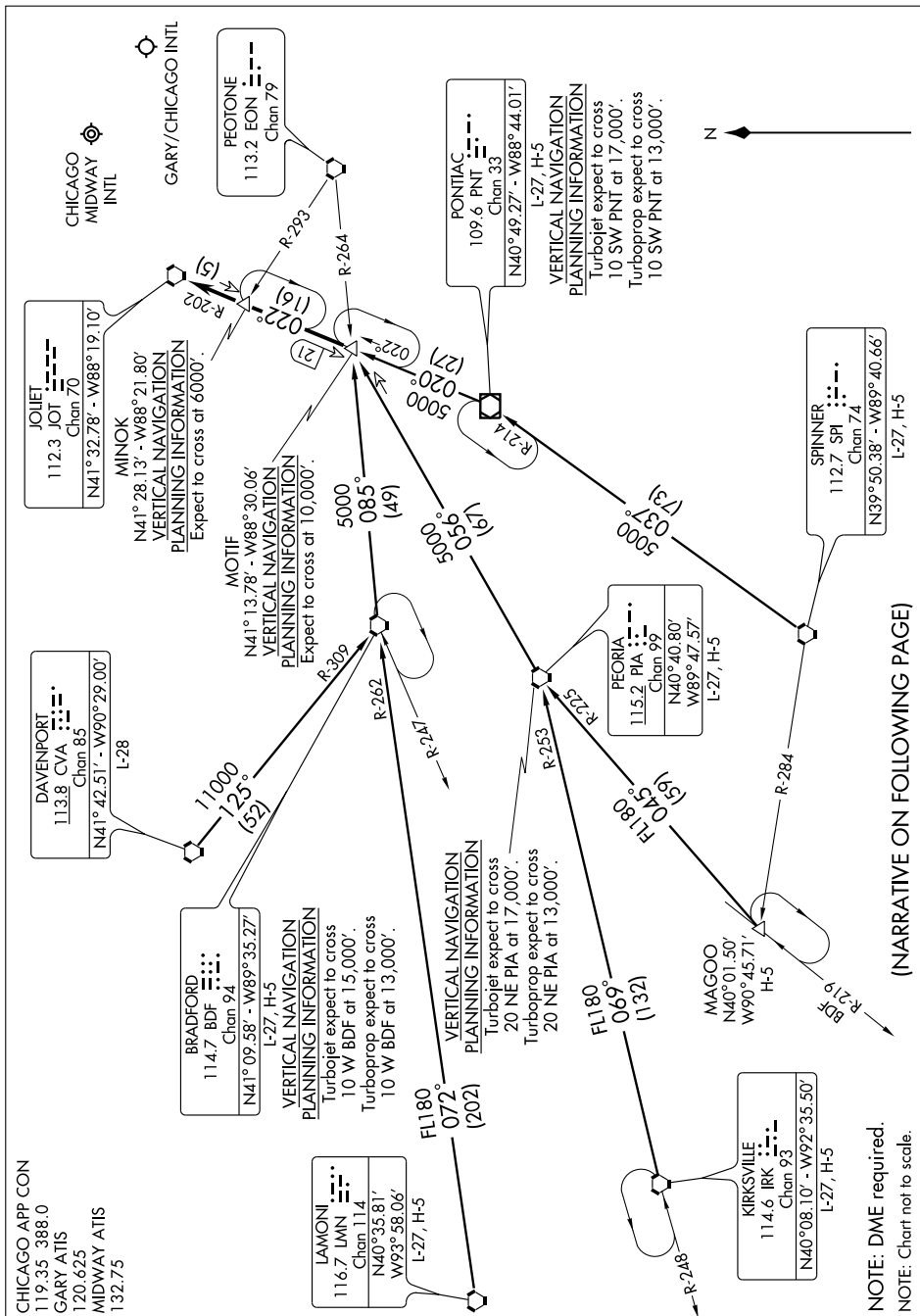


EC-2, 17 DEC 2009 to 14 JAN 2010



REIL Rwys 2, 12 and 20 **L**
HIRL Rwy 12-30 **L**
MIRL Rwy 2-20 **L**

FAF to MAP 4 NM						S-LOC 30	1080/24 489 (500-½)	1080/40 489 (500-¾)	1080/50 489 (500-1)
Knots	60	90	120	150	180	CIRCLING	1140-1 549 (600-1)	1180-1½ 589 (600-1½)	1180-2 589 (600-2)
Min:Sec	4:00	2:40	2:00	1:36	1:20				



ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

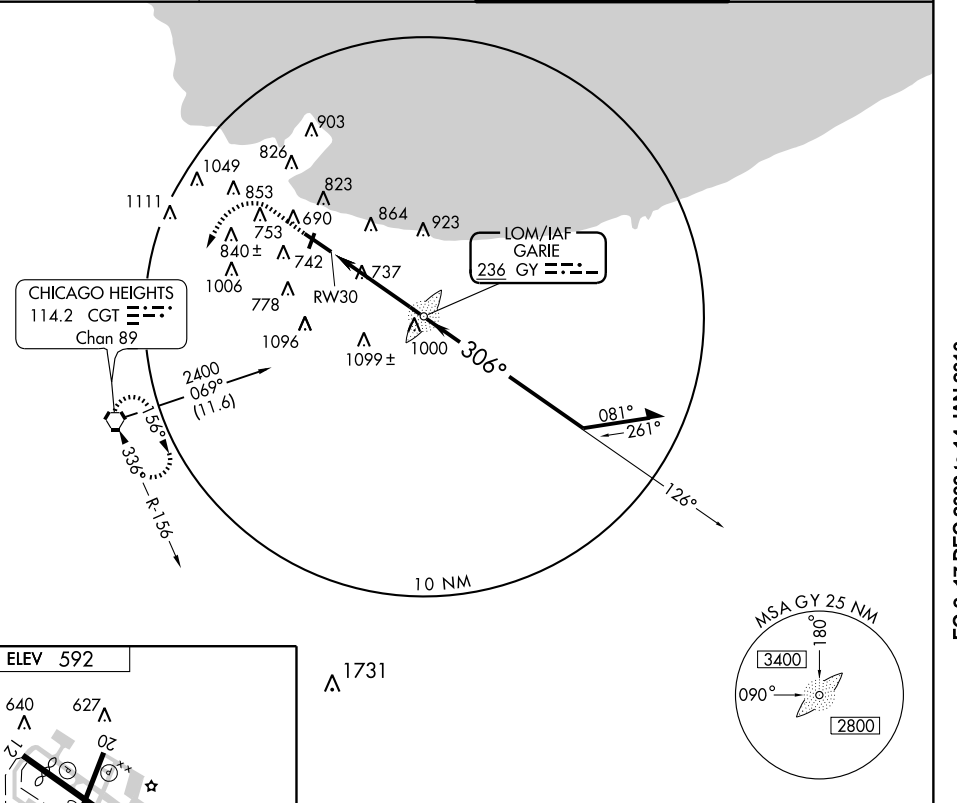
. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

▼
▲

MALSR
A5

MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS 120.625	CHICAGO APP CON 133.1 285.6	GARY TOWER ★ 125.6 (CTAF) 0	GND CON 121.9
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ELEV 592

REIL Rwy 2, 12 and 20
HIRL Rwy 12-30
MIRL Rwy 2-20

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

1500 2400 CGT 114.2

LOM

Remain within 10 NM

126° 2400

306° 2000

≤3.18° TCH 50

4 NM

RW30

CATEGORY	A	B	C	D
S-30	1180-¾ 588 (600-¾)		1180-1 588 (600-1)	1180-1½ 588 (600-1½)
CIRCLING	1180-1 588 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

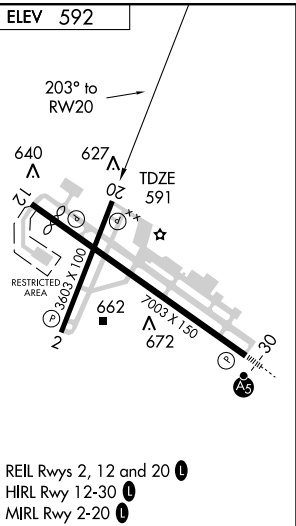
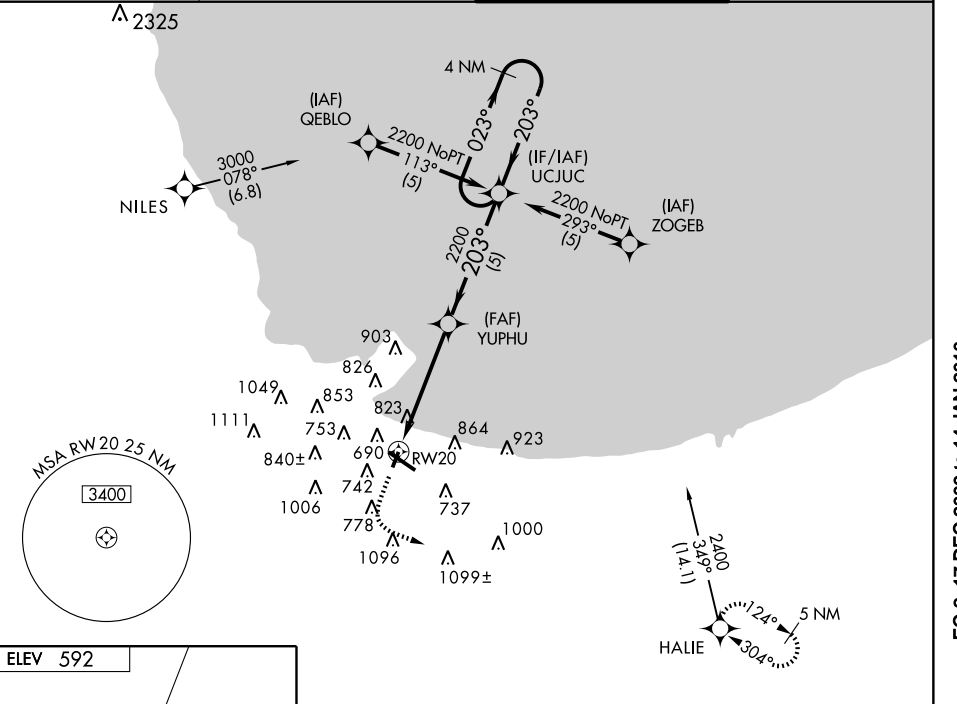
▼

NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.

ATIS 120.625	CHICAGO APP CON 133.1 285.6	GARY TOWER ★ 125.6 (CTAF) 0	GND CON 121.9
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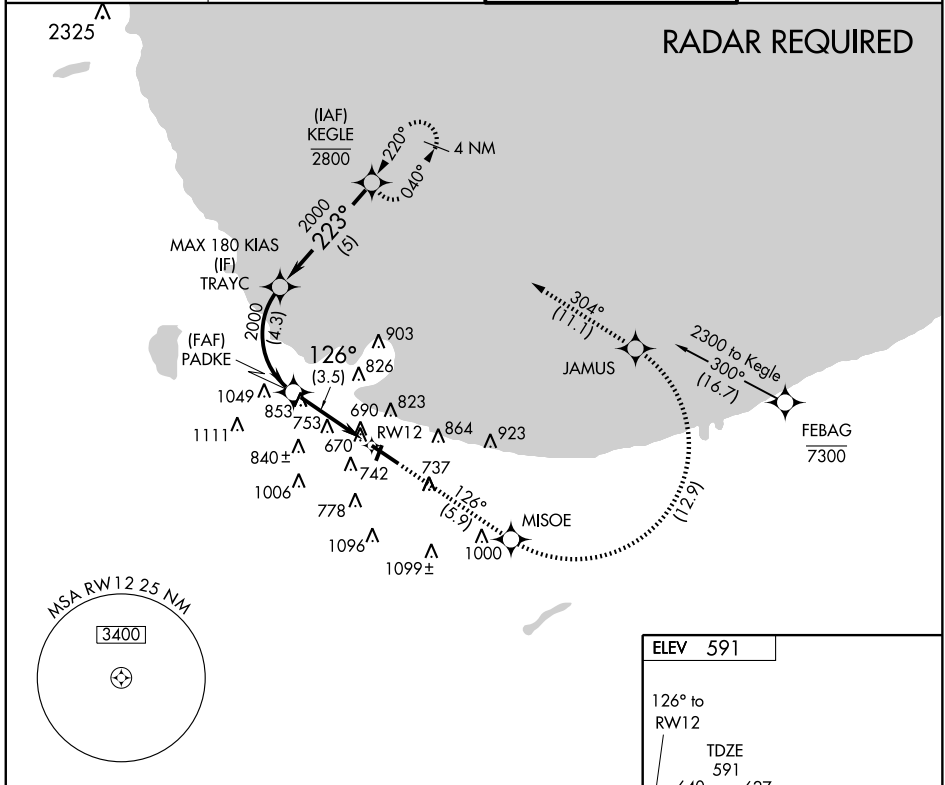
<div>1500 2400 HALIE</div> <div>4 NM Holding Pattern</div>				
<div>YUPHU UCJUC</div> <div>RW20 2200</div> <div>023° → ← 203°</div> <div>≤ 3.00° TCH 50</div> <div>4.9 NM 5 NM</div> <div>VGSI and descent angles not coincident.</div>				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 489 (500-1)		1080-1½ 489 (500-1½)	1080-1½ 489 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

APP CRS	Rwy Idg	6290
126°	TDZE	591
	Apt Elev	591

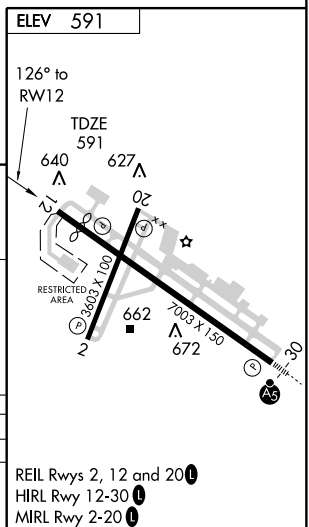
RNAV (RNP) RWY 12 GARY/CHICAGO INTL (GYY)

<p>RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 38°C (100°F). Procedure NA for wingspans greater than 136 feet. Visibility reduction by helicopters NA. Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 2300 via 126° track to MISOE, left radius turn to JAMUS, 304° track to KEGLE and hold.</p>
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<p>ATIS</p> <p>120.625</p>	<p>CHICAGO APP CON</p> <p>133.1 285.6</p>	<p>GARY TOWER ★</p> <p>125.6 (CTAF) 0</p>	<p>GND CON</p> <p>121.9</p>
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MAX 180 KIAS TRAYC	PADKE	2300	MISOE	JAMUS	KEGLE
Procedure Turn NA		126° TRK		304° TRK	
2000	2000				
GP 3.60° TCH 65					
	4.3 NM		3.5 NM		
CATEGORY	A	B	C	D	
RNP 0.13 DA	923-1	332 (400-1)		NA	



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

REIL Rwy 2, 12 and 20
 HIRL Rwy 12-30
 MRL Rwy 2-20

APP CRS 306°	Rwy ldg 7003 TDZE 591 Apt Elev 591
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RNAV (RNP) RWY 30

GARY/CHICAGO INTL (GYY)

T For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 47°C (117°F).

A NA For inoperative MALSR, increase RNP 0.13 visibility to 1¼ all Cats. RF and GPS REQUIRED.



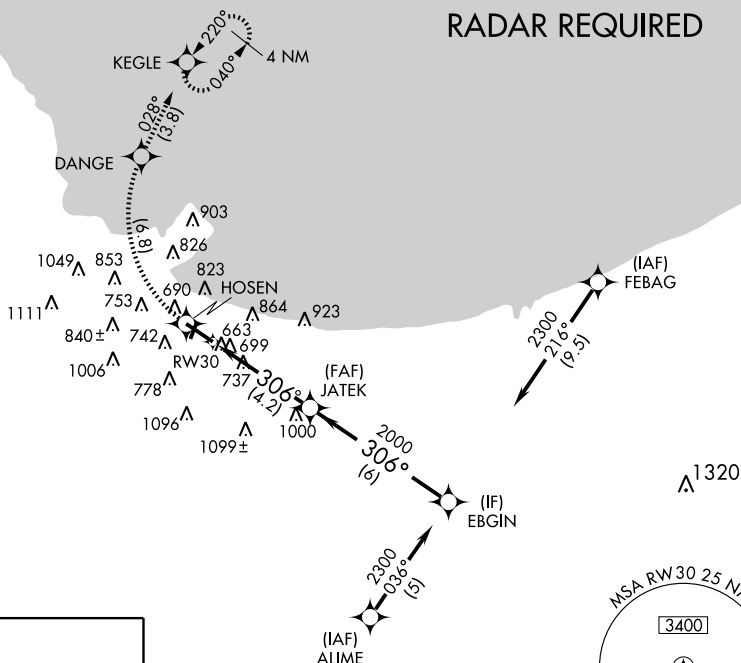
MISSED APPROACH: Climb to 2100 via 306° track to HOSEN, right radius turn to DANGE, 028° track to KEGLE and hold.

ATIS
120.625

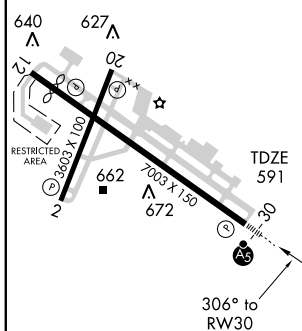
CHICAGO APP CON
133.1 285.6

GARY TOWER ★
125.6 (CTAF) L

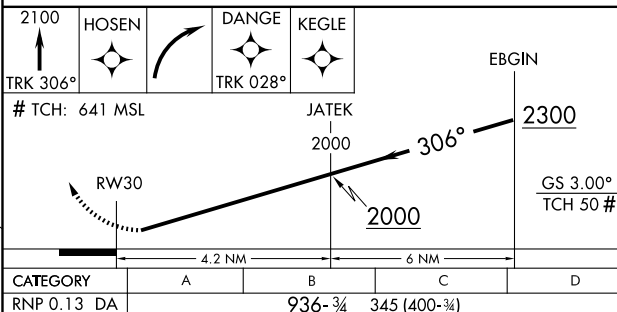
GND CON
121.9



ELEV	591
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REIL Rwys 2, 12 and 20 **L**
HIRL Rwy 12-30 **L**
MIRL Rwy 2-20 **L**



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

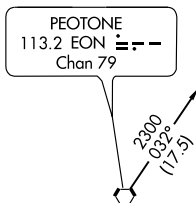
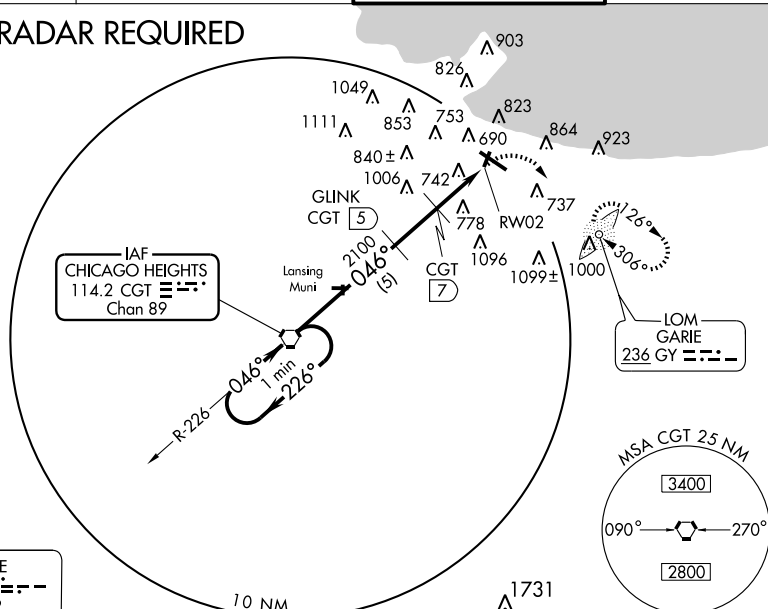
VORTAC CGT 114.2 Chan 89	APP CRS 046°	Rwy Idg TDZE Apt Elev	3603 591 592
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VOR/DME or GPS RWY 2

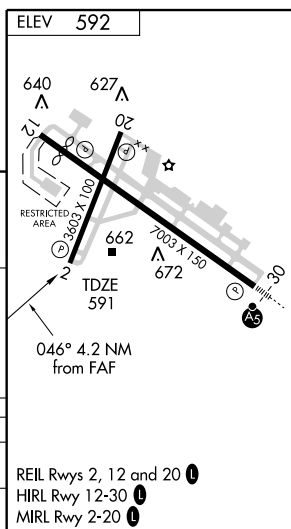
GARY/CHICAGO INTL (GY Y)

		MISSED APPROACH: Climbing right turn to 2400 direct GY LOM and hold.	
ATIS 120.625	CHICAGO APP CON 133.1 285.6	GARY TOWER ★ 125.6 (CTAF) 0	GND CON 121.9

ADF or RADAR REQUIRED



One Minute Holding Pattern				
CATEGORY	A	B	C	D
S-2	1040-1 449 (500-1)		1040-1½ 449 (500-1½)	1040-1½ 449 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

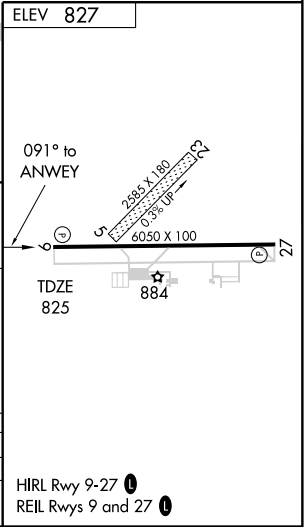
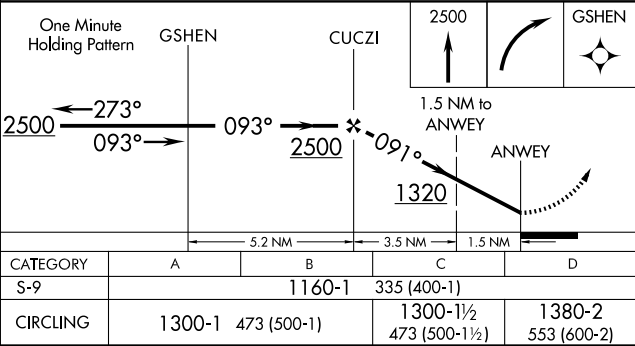
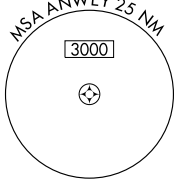
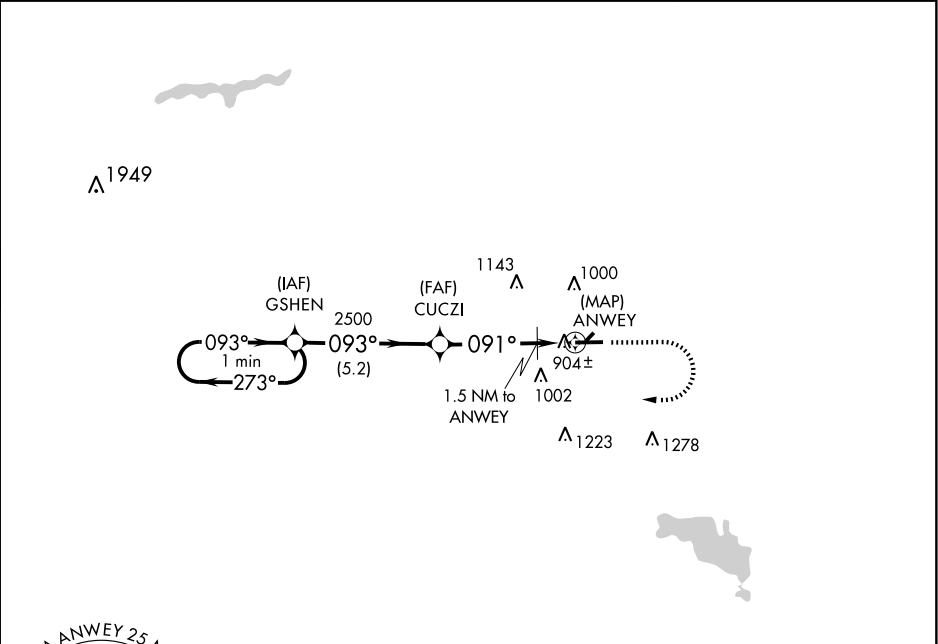


REIL Rwy 2, 12 and 20 0

HIRL Rwy 12-30 0

MIRL Rwy 2-20 0

<div> <div> <div>▲</div> <div>NA</div> </div> </div>		<div> <div>MISSED APPROACH: Climb to 2500 then right turn direct GSHEN WP and hold.</div> </div>	
<div>ASOS</div> <div>121.45</div>	<div>SOUTH BEND APP CON ★</div> <div>132.05 257.8</div>	<div>CLNC DEL</div> <div>125.25</div>	<div>UNICOM</div> <div>123.05 (CTAF) 0</div>



LOC I-GSH 108.3	APP CRS 273°	Rwy Idg TDZE Apt Elev	6050 827 827
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ILS or LOC RWY 27 GOSHEN MUNI (GSH)

▲ NA DME or RADAR Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet and increase Cedob Fix Minimums S-LOC 27 Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

ASOS 121.45	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 125.25	UNICOM 123.05 (CTAF) 0
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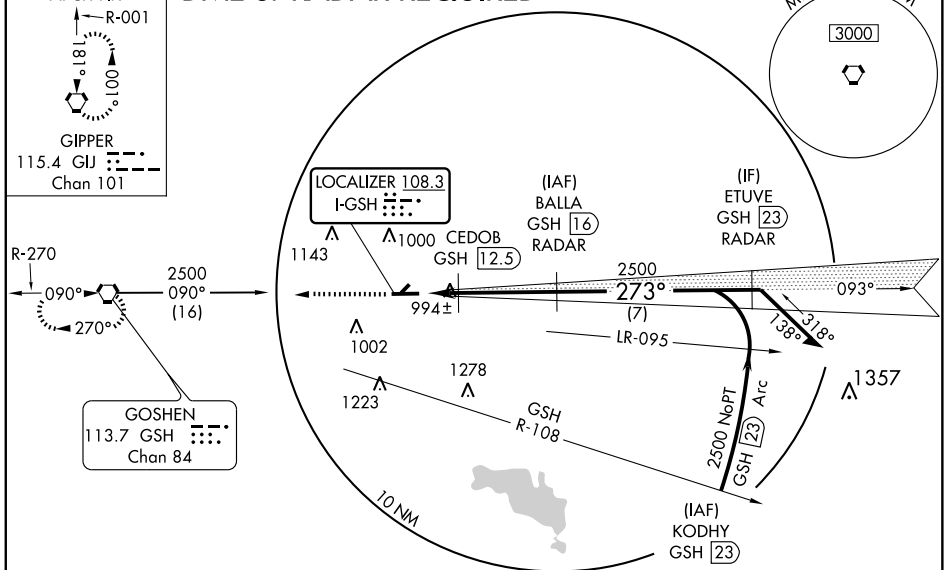
ALTERNATE MISSED
APCH FIX

↑ R-001

181° 100°

GIPPER
115.4 GIJ
Chan 101

DME or RADAR REQUIRED



ELEV 827

<p>2685 X 180 6050 X 100 0.3% UP</p> <p>TDZE 827</p> <p>273° 5 NM from FAF</p> <p>HIRL Rwy 9-27 0 REIL Rwy 9 and 27 0</p>	<p>2500 GSH 113.7</p> <p>*1400 when using Warsaw Muni altimeter setting.</p> <p>*LOC Only.</p>		<p>BALLA GSH 16 RADAR</p> <p>2500</p> <p>093°</p> <p>ETUVE GSH 23/ RADAR</p> <p>2500</p> <p>VGSI and ILS glidepath not coincident.</p>	
	<p>CEDOB GSH 12.5</p> <p>GSH 11</p> <p>GS 3.00° TCH 56</p> <p>1.5 3.5 NM 7 NM</p>		<p>273° - *</p> <p>1360*</p> <p>2500</p>	
	<p>CATEGORY</p>		<p>Remain within 10 NM</p>	
	<p>S-ILS 27</p>		<p>1027-¾ 200 (200-¾)</p>	
S-LOC 27		1360-1	533 (600-1)	1360-1½ 533 (600-1½)
CIRCLING		1360-1	533 (600-1)	1380-2 553 (600-2)
CEDOB FIX MINIMUMS				
S-LOC 27		1300-1	473 (500-1)	1300-1½ 473 (500-1½)
CIRCLING		1300-1	473 (500-1)	1380-2 473 (500-1½)

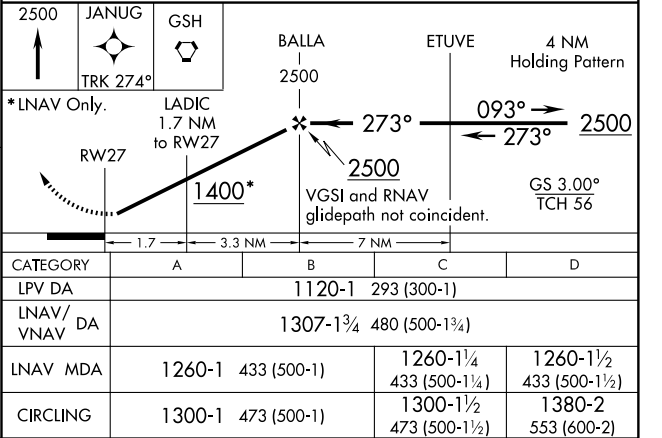
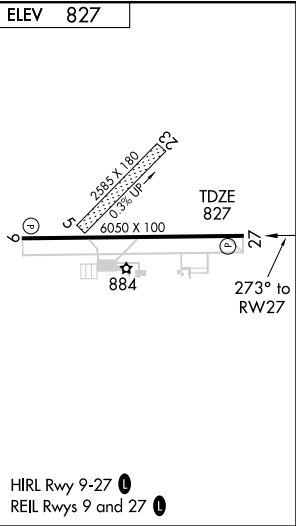
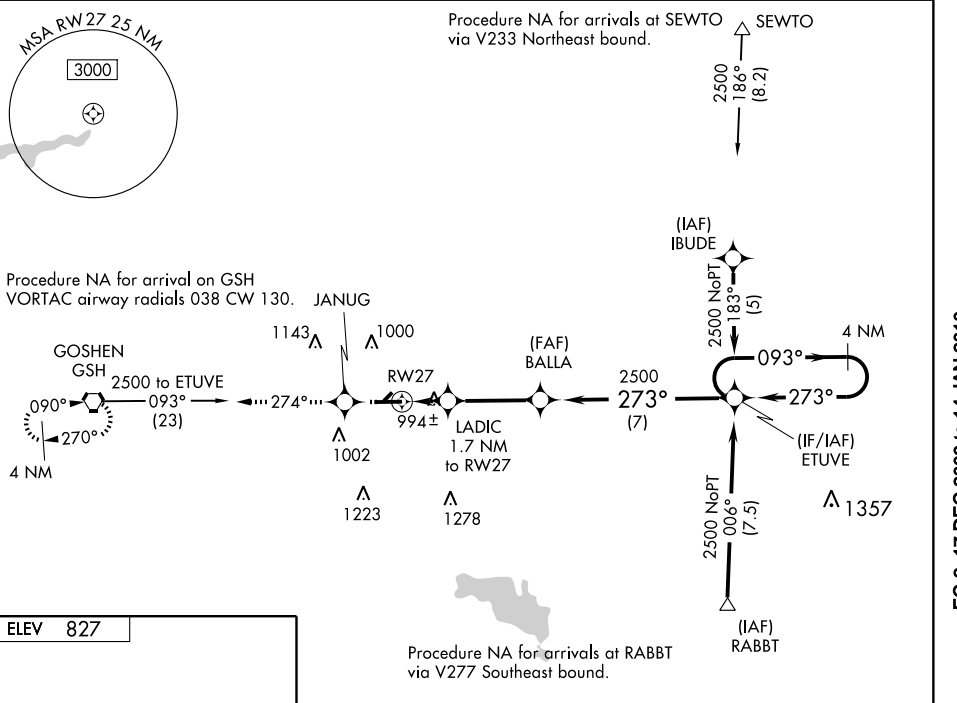
▼

▲

Baro-VNAV NA when using Warsaw Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet, and increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct JANUG and via 274° track to GSH VORTAC and hold.

ASOS 121.45	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 125.25	UNICOM 123.05 (CTAF) 0
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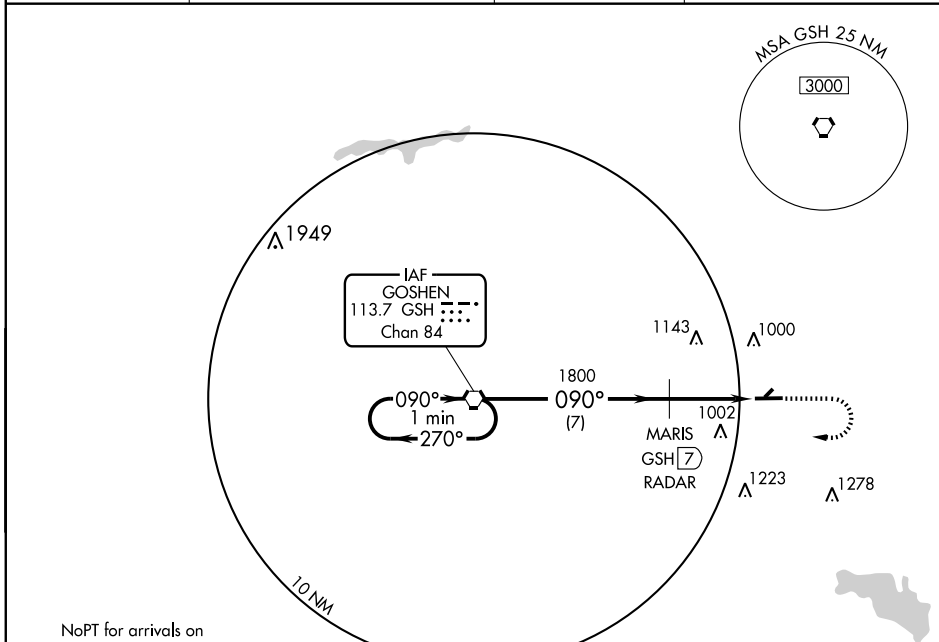


EC-2: 17 DEC 2009 to 14 JAN 2010

VORTAC GSH	APP CRS	Rwy Idg	6050
113.7	090°	TDZE	825
Chan 84		Apt Elev	827

VOR RWY 9
GOSHEN MUNI (GSH)

		MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.	
ASOS 121.45	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 125.25	UNICOM 123.05 (CTAF) 0



NoPT for arrivals on
GSH VORTAC airway
radials 181 CW 318

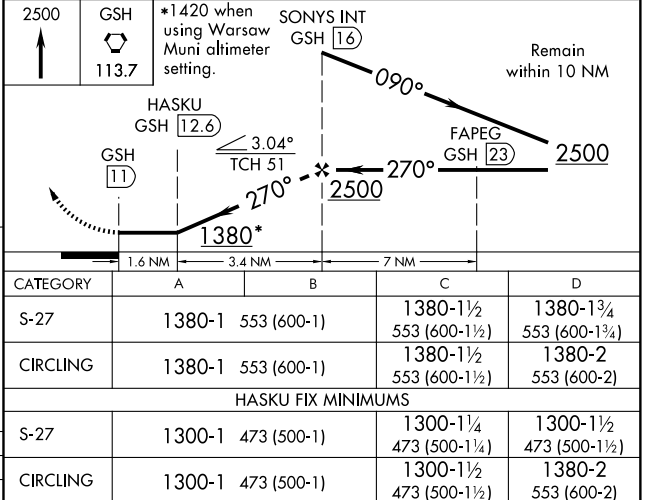
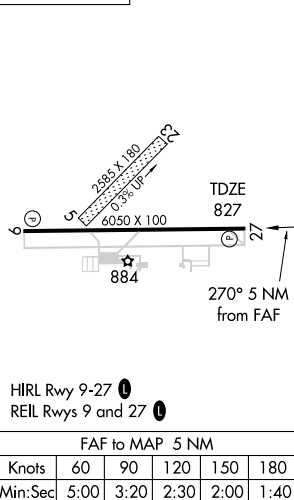
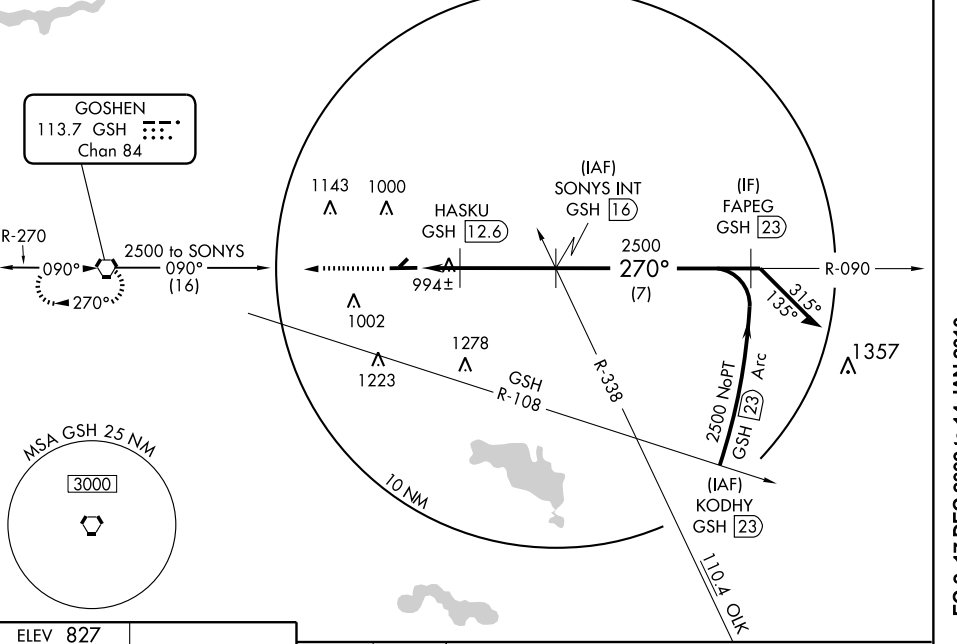
DME or RADAR REQUIRED

One Minute Holding Pattern		VORTAC		2500	↻	GSH 113.7
2500 ← 270°		090° → 2500		090°		
				1800		
				7 NM		
				3 NM		
CATEGORY	A	B	C	D		
S-9	1300-1	475 (500-1)	1300-1¼ 475 (500-1¼)	1300-1½ 475 (500-1½)		
CIRCLING	1300-1	473 (500-1)	1300-1½ 473 (500-1½)	1380-2 553 (600-2)		
						ELEV 827
						090° 3 NM from FAF
						2385 X 180
						6050 X 100
						0.3% Up
						TDZE 825
						884
						HIRL Rwy 9-27 0
						REIL Rwy 9 and 27 0
						FAF to MAP 3 NM
						Knots 60 90 120 150 180
						Min:Sec 3:00 2:00 1:30 1:12 1:00

Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all MDAs 40 feet and increase Hasku Fix Minimums S-27 Cats C/D visibility ¼ mile. Descent angle NA when using Warsaw Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

ASOS 121.45	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 125.25	UNICOM 123.05 (CTAF) 0
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EC-2, 17 DEC 2009 to 14 JAN 2010

NDB TVX 521	APP CRS 187°	Rwy Idg	4987
		TDZE	842
		Apt Elev	842

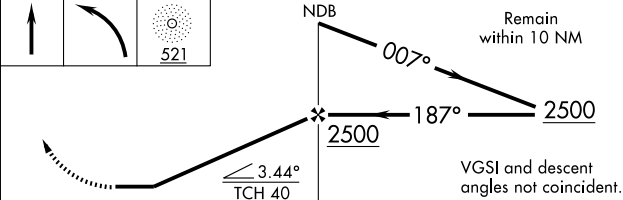
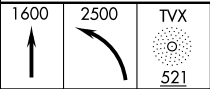
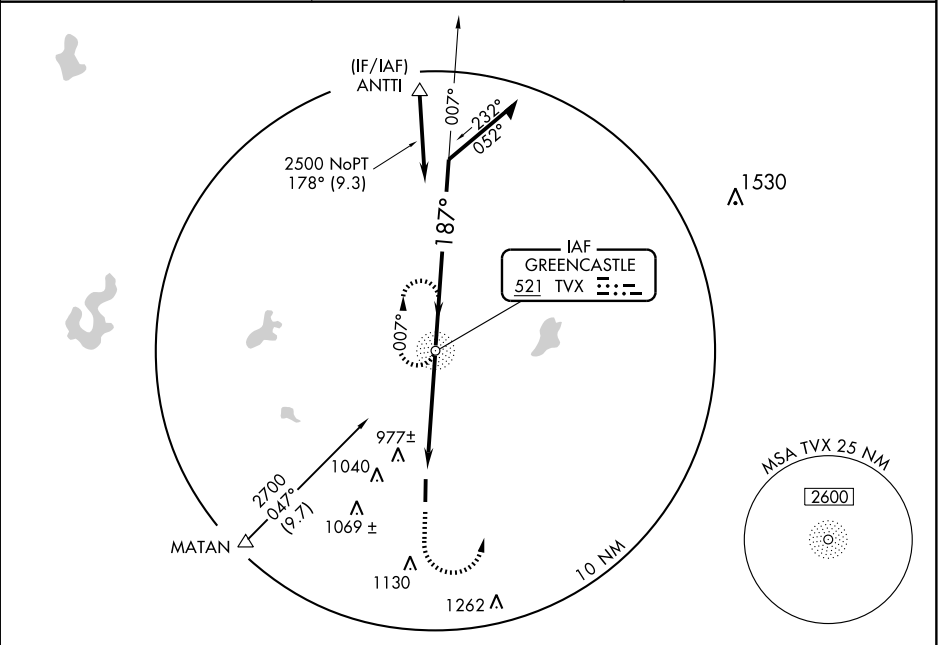
NDB RWY 18

GREENCASTLE/PUTNAM COUNTY (417)

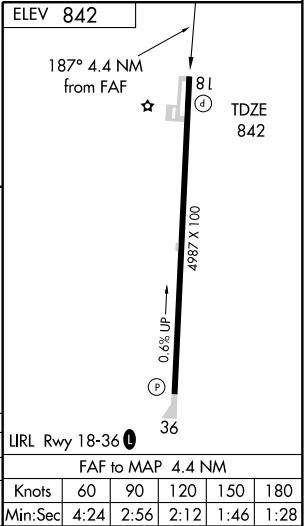
▼ If local altimeter setting not received, use Indianapolis
▲ NA Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1600 then climbing
left turn to 2500 direct TVX NDB and hold.

AWOS-3 118.125	INDIANAPOLIS APP CON 119.05	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	1280-1 438 (500-1)	438 (500-1)	NA	NA
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)	NA	NA



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

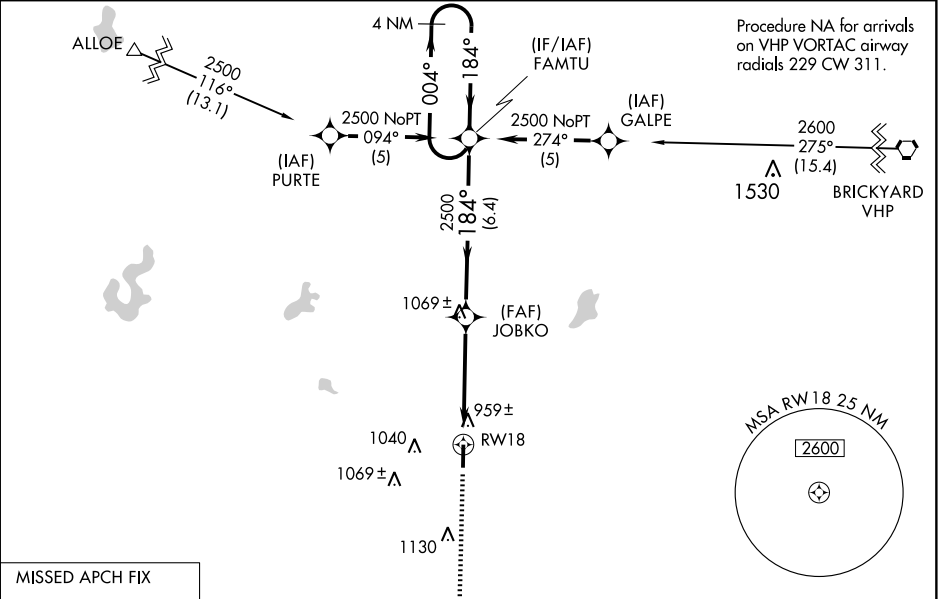
WAAS CH 86906 W18A	APP CRS 184°	Rwy Idg 4987 TDZE 842 Apt Elev 842
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RNAV (GPS) RWY 18
GREENCASTLE / PUTNAM COUNTY (417)

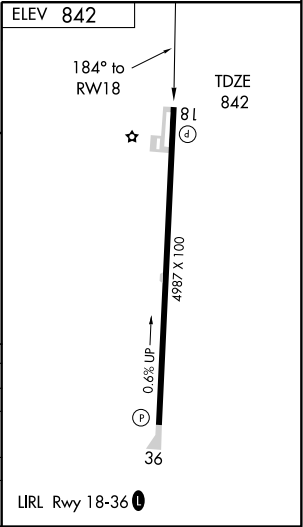
Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 2500 direct EYUTA and hold.

AWOS-3 118.125	INDIANAPOLIS APP CON 119.05	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX EYUTA 004° 184° 4 NM				
2500	EYUTA	JOBKO	FAMTU	4 NM Holding Pattern
VDP NA when using Indianapolis Intl altimeter setting.				
*1.2 NM to RW18 *LNAV only.				
184° 004° 2500 GS 3.30° TCH 35° VGSi and RNAV glidepath not coincident.				
CATEGORY	A	B	C	D
LPV DA	1192-1¼	350 (400-1¼)	NA	
LNAV/VNAV DA	1262-1½	420 (500-1½)	NA	
LNAV MDA	1240-1	398 (400-1)	NA	
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)	NA	



WAAS CH 40306 W36A	APP CRS 004°	Rwy Idg 4987 TDZE 829 Apt Elev 842
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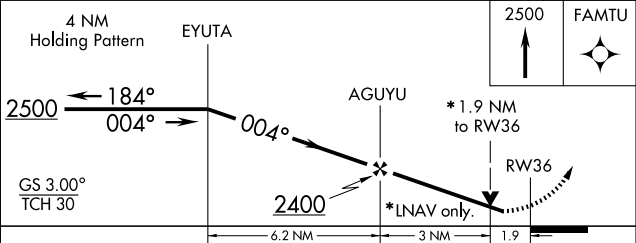
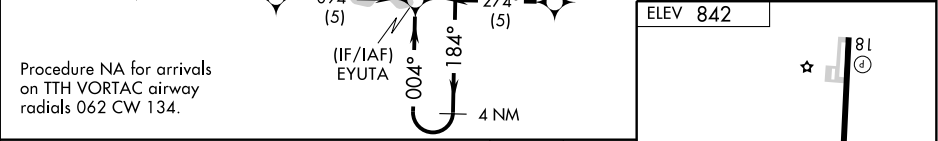
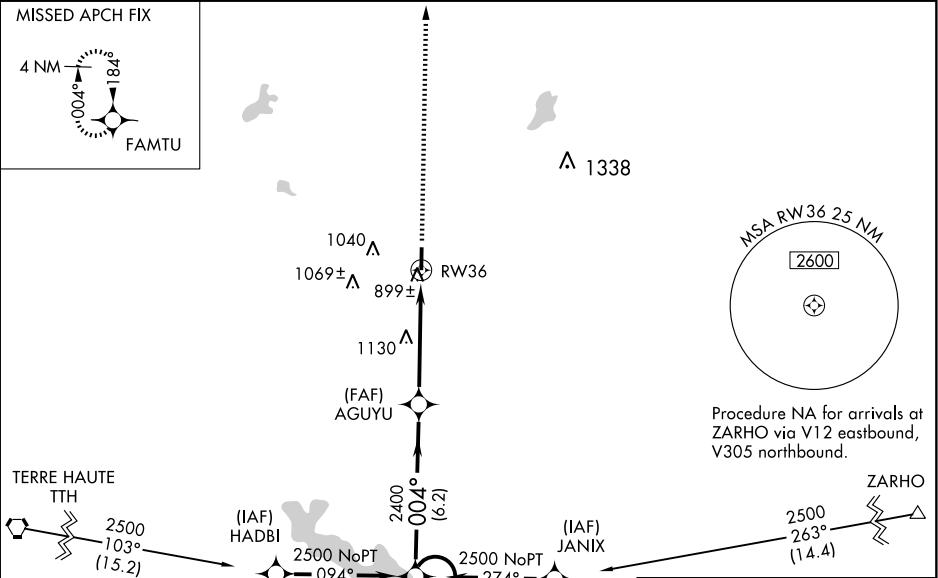
RNAV (GPS) RWY 36

GREENCASTLE / PUTNAM COUNTY (417)

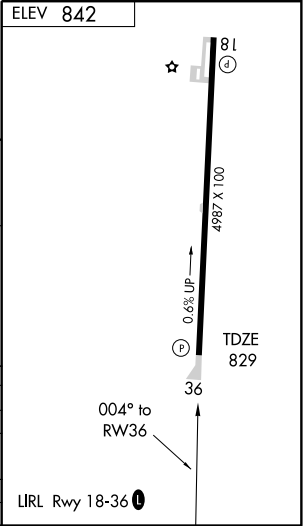
Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.
VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct FAMTU and hold.

AWOS-3 118.125	INDIANAPOLIS APP CON 119.05	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1123-1¼	294 (300-1¼)		NA
LNAV/VNAV DA	1242-1½	413 (400-1½)		NA
LNAV MDA	1440-1	611 (600-1)		NA
CIRCLING	1440-1	598 (600-1)		NA

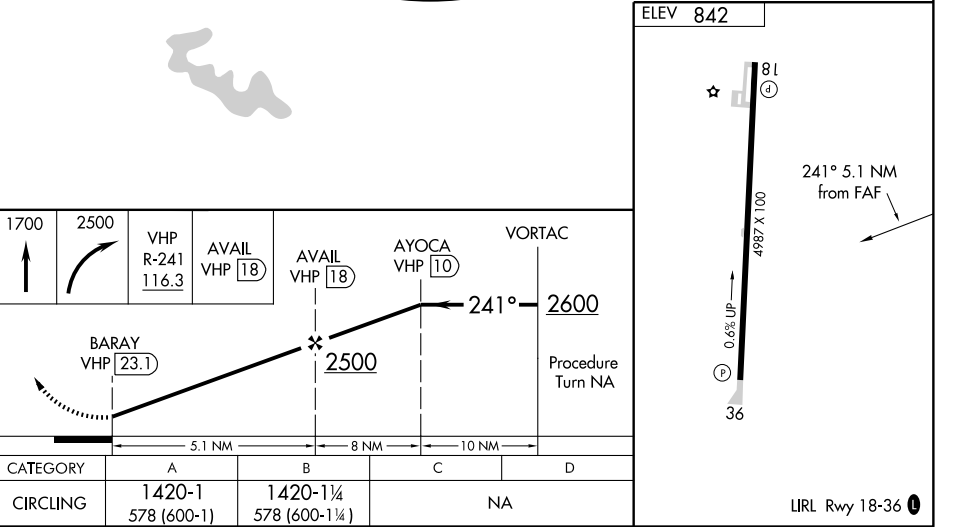
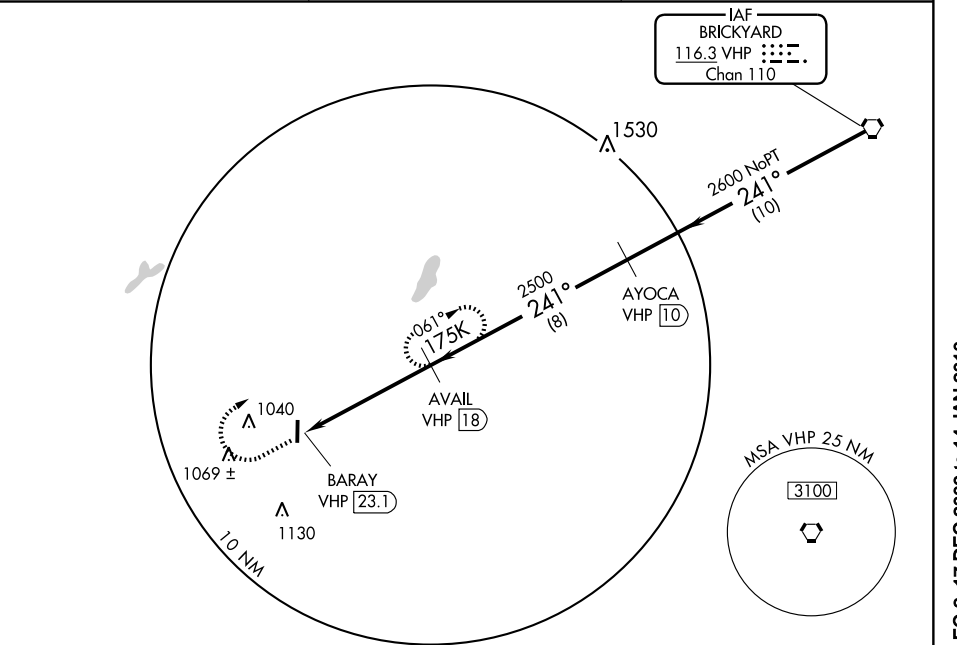


▼

▲ NA

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 via VHP R-241 to AVAIL/18 DME and hold.

<div>AWOS-3</div> <div>118.125</div>	<div>INDIANAPOLIS APP CON</div> <div>119.05</div>	<div>UNICOM</div> <div>122.8 (CTAF) 0</div>
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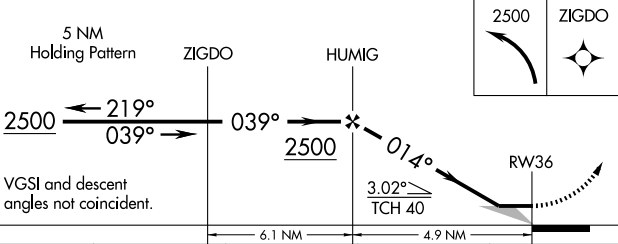
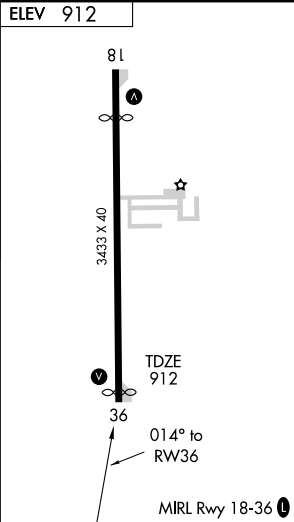
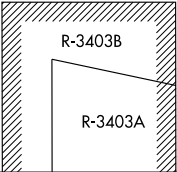
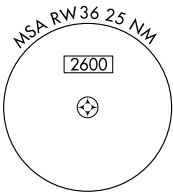
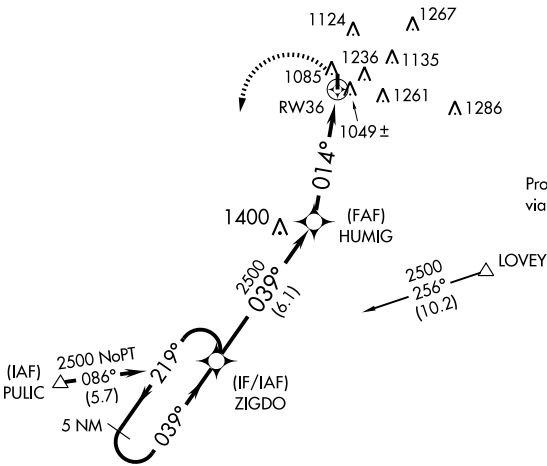
APP CRS	Rwy Idg	3333
014°	TDZE	912
	Apt Elev	912

RNAV (GPS) RWY 36
GREENSBURG MUNI (I34)

Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2500 direct ZIGDO and hold.

COLUMBUS MUNI AWOS-3 119.75	INDIANAPOLIS APP CON 127.15	CTAF 0 122.9
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CATEGORY	A	B	C	D
LNAV MDA	1560-1	648 (700-1)	1560-1 3/4 648 (700-1 3/4)	NA
CIRCLING	1680-1 768 (800-1)	1680-1 1/4 768 (800-1 1/4)	1680-2 1/4 768 (800-2 1/4)	NA

VORTAC SHB	APP CRS	Rwy Idg	N/A
112.0	142°	TDZE	N/A
Chan 57		Apt Elev	912

VOR-A
GREENSBURG MUNI (I34)

▼ Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 via SHB R-142 to APODD INT/18 DME/RADAR and hold.

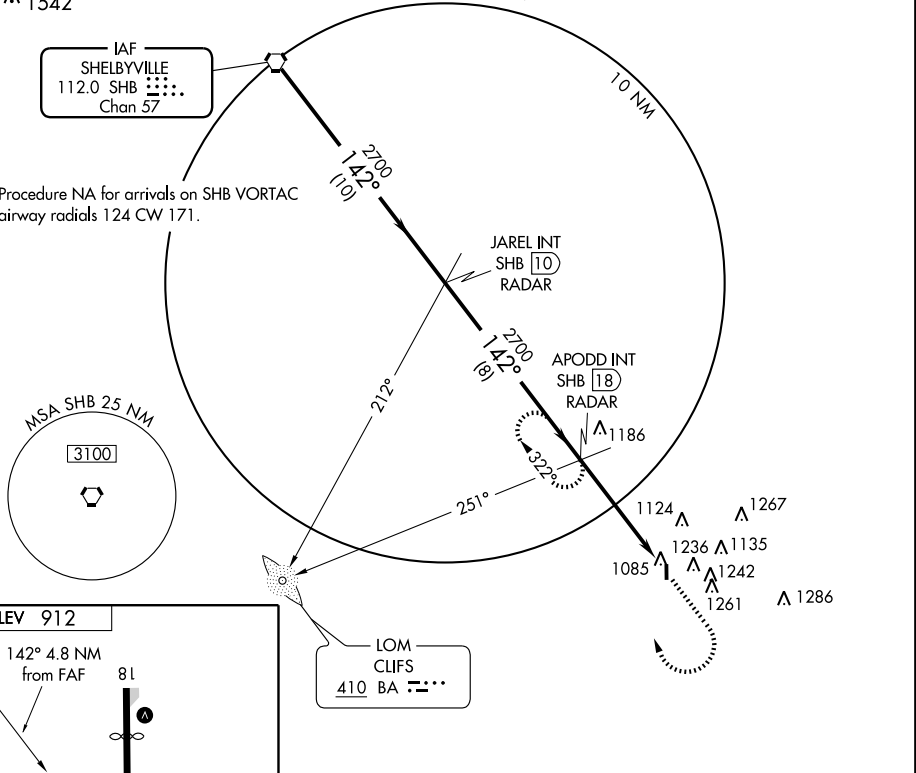
COLUMBUS MUNI AWOS-3
119.75

INDIANAPOLIS APP CON
127.15

CTAF 0
122.9

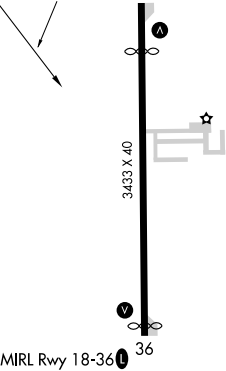
▲ 1542

ADF, DME or RADAR REQUIRED

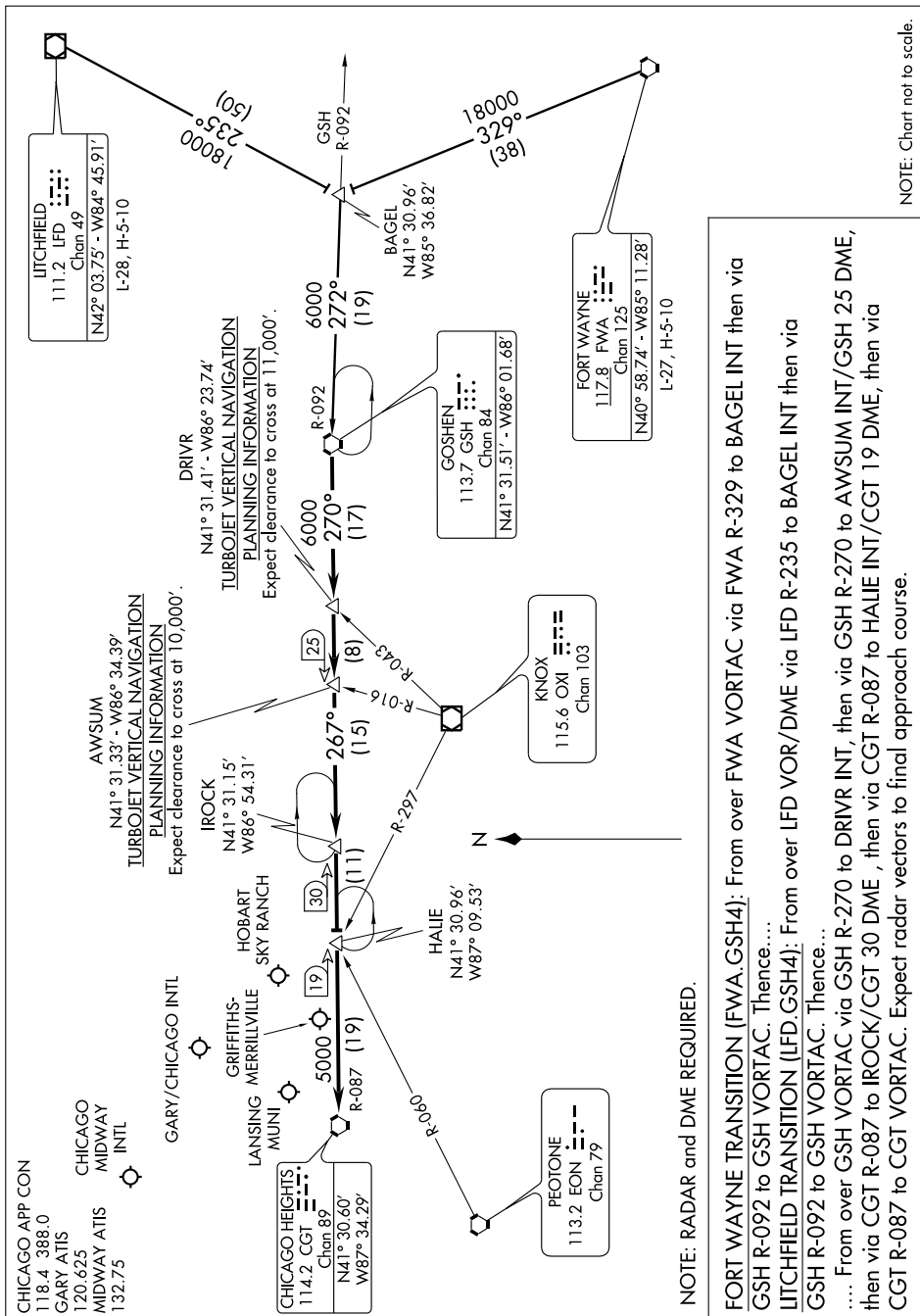


ELEV 912

142° 4.8 NM
from FAF



				2000	2700	SHB R-142 112.0	APODD INT
				↑	↗		
				VORTAC	JAREL INT SHB 10 RADAR	APODD INT SHB 18 RADAR	SHB 22.8
				2700	2700	2700	
				142°			
				10 NM	8 NM	4.8 NM	
				A	B	C	D
				1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA
				CIRCLING			



FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via

GSH R-092 to GSH VORTAC. Thence....

UTCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via

GSH R-092 to GSH VORTAC. Thence....

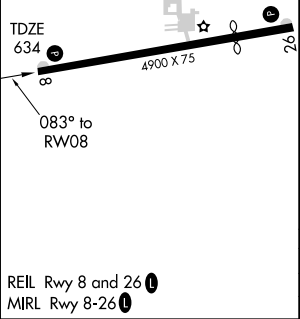
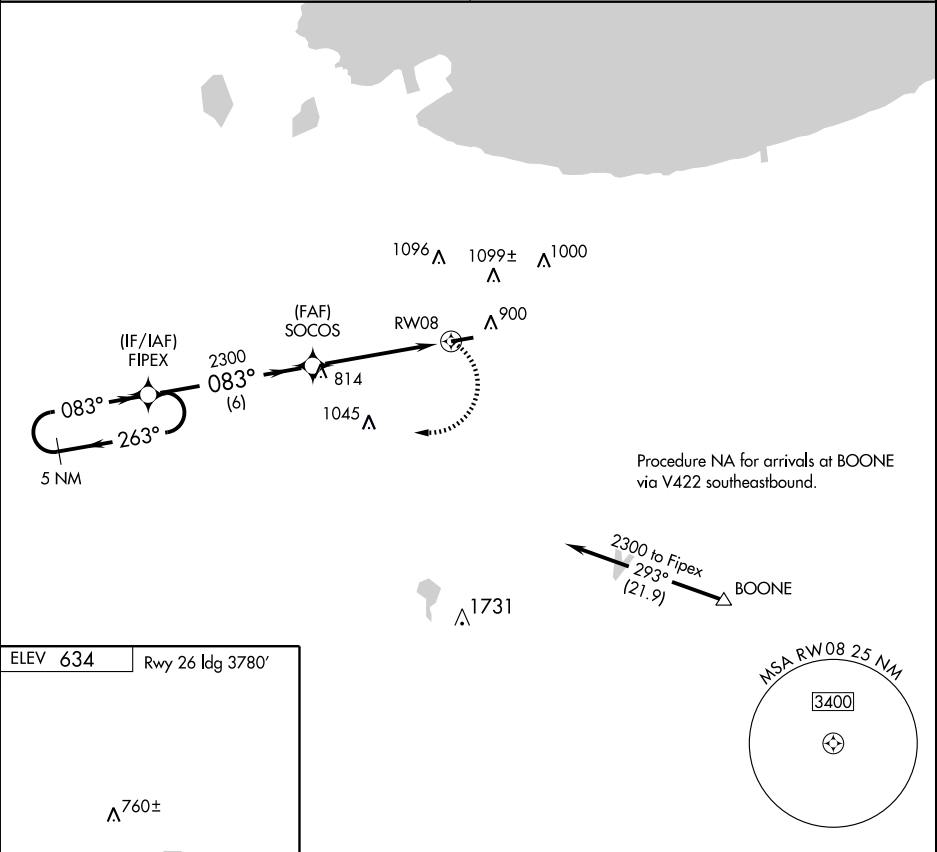
.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME, then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

RNAV (GPS) RWY 8
 GRIFFITH-MERRILLVILLE (Ø5C)

APP CRS 083°	Rwy Idg 4900
	TDZE 634
	Apt Elev 634

<div> <div></div> <div>NA</div> </div> <p>DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAf; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climbing right turn to 2300 direct FIPEX and hold.</p>
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CHICAGO APP CON 133.1 285.6	UNICOM 123.0 (CTAF) 0
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<div> <div>5 NM Holding Pattern</div> <div>FIPEX</div> <div>SOCOS</div> </div>			
<div> <div>2300</div> <div>263°</div> <div>083°</div> <div>2300</div> <div>083°</div> <div>RWY 08</div> </div>			
<div> <div>VGSI and descent angles not coincident.</div> <div>3.04° TCH 41</div> </div>			
<div> <div>6 NM</div> <div>5 NM</div> </div>			
CATEGORY	A	B	C D
LNNAV MDA	1080-1	446 (500-1)	NA
CIRCLING	1200-1	566 (600-1)	NA

VORTAC CGT 114.2 Chan 89	APP CRS 084°	Rwy Idg 4900 TDZE 634 Apt Elev 634
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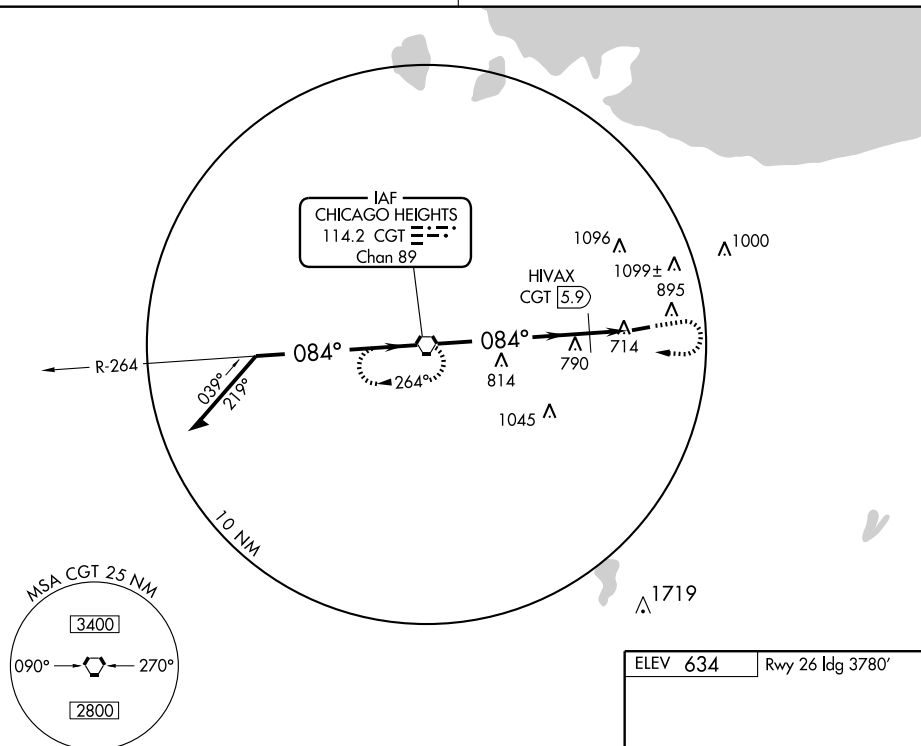
VOR RWY 8
GRIFFITH-MERRILLVILLE (05C)

T Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

CHICAGO APP CON
133.1 285.6

UNICOM
123.0 (CTAF) **L**



EC-2, 17 DEC 2009 to 14 JAN 2010

VGS1 and descent angles not coincident.

Remain
within 10 NM

Remain within 10 NM

2300




084°

2300

VORTAC

264°

*1220 when using Chicago Midway Intl altimeter setting.

1100	2300	CGT
		
		114.2

HIVAX
CCT 59CG-
74

3.09°
TCH 41

*1160

ELEV 634	Rwy 26 ldg 3780'
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 $\Delta^{760\pm}$

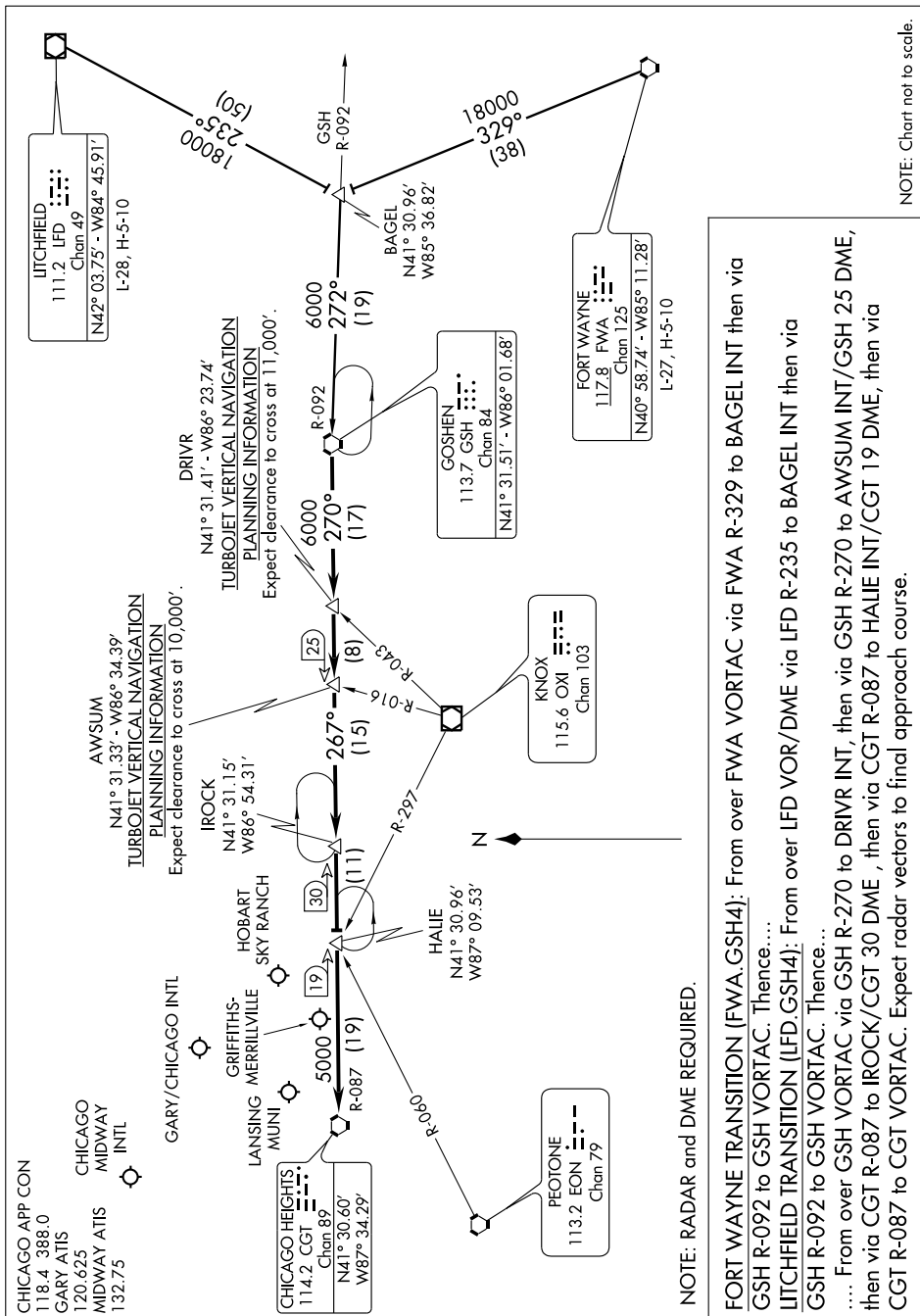
Diagram illustrating the TDZE 634 approach path. The path is defined by a 4900 x 75 ft runway and a 200 ft wide TDZE. The approach is from 084° at 7.4 NM from the VORTAC. A 1000 ft wide obstacle clearance area is also indicated.

REIL Rwy 8 and 26 **L**
MIRL Rwy 8-26 **L**

FAF to MAP 7.4 NM

CATEGORY	A	B	C	D
S-8	1160-1	526 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	
HIVAX FIX MINIMUMS				
S-8	1000-1	366 (400-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28



FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

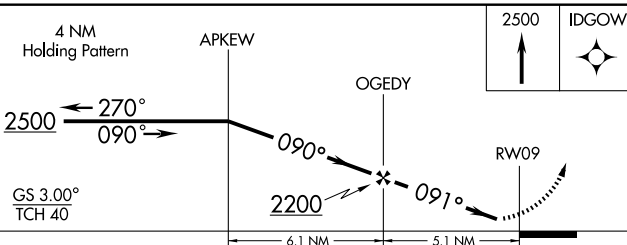
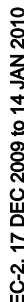
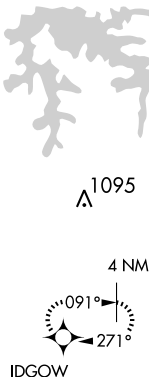
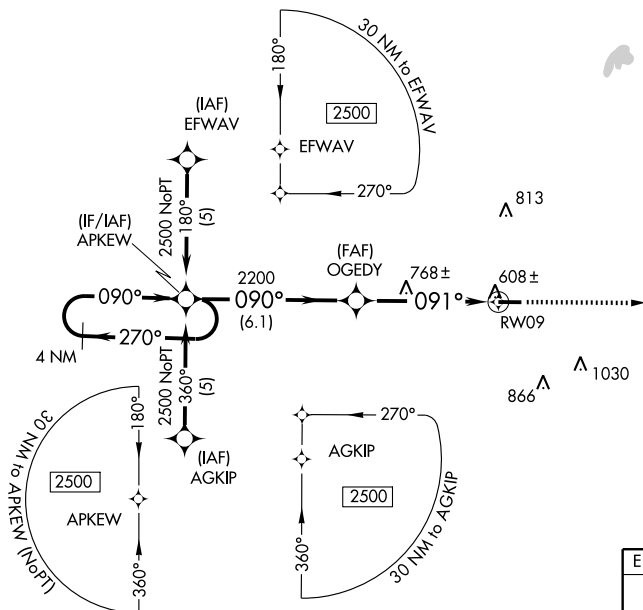
.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME, then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

Rwy Idg	5000
TDZE	524
Apt Elev	529

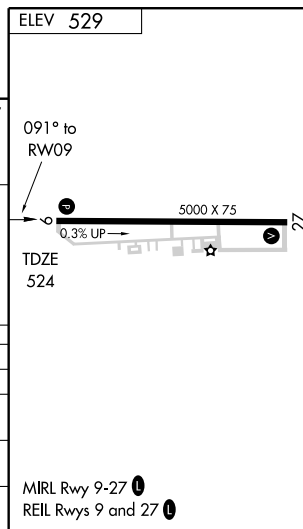
RNAV (GPS) RWY 9
HUNTINGBURG (HNB)

- ▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- ▲** Baro-VNAV NA when using Evansville altimeter setting.
- When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IDGOW and hold.

UNICOM
122.8 (CTAF) 

CATEGORY	A	B	C	D
LPV DA	845-1¼ 321 (400-1¼)			
LNAV/VNAV DA	878-1¼ 354 (400-1¼)			
LNAV MDA	1020-1 496 (500-1)	1020-1¼ 496 (500-1¼)	1020-1½ 496 (500-1½)	
CIRCLING	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)	



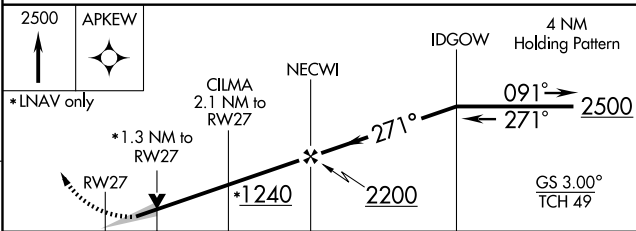
RNAV (GPS) RWY 27
HUNTINGBURG (HNB)

MISSED APPROACH: Climb to 2500
direct APKEW and hold.

UNICOM
122.8 (CTAF) **L**



Diagram illustrating the RW27 test rig setup. The rig consists of a horizontal beam with a 0.3% upward slope. The beam is labeled "5000 X 75". A component labeled "TDZE 529" is positioned below the beam. An arrow indicates the beam's orientation is "271° to RW27".



		1.3 NM	0.8 NM	← 2.9 NM →	← 6.1 NM →	
CATEGORY		A	B		C	D
LPV DA	812-1 283 (300-1)					
LNAV/VNAV DA	1038-1¼ 509 (600-1¾)					
LNAV MDA	980-1 451 (500-1)		980-1¼ 451 (500-1¼)		980-1½ 451 (500-1½)	
CIRCLING	1000-1 471 (500-1)		1020-1 491 (500-1)		1020-1½ 491 (500-1½)	
					1080-2 551 (600-2)	

MIRL Rwy 9-27 **L**
REIL Rwy 9 and 27 **L**

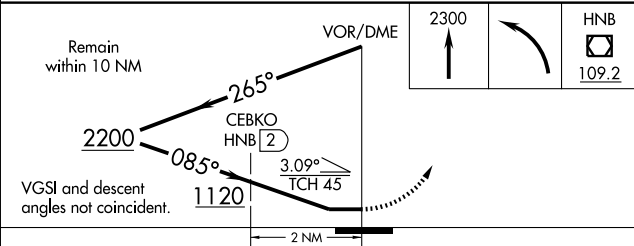
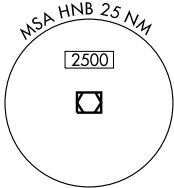
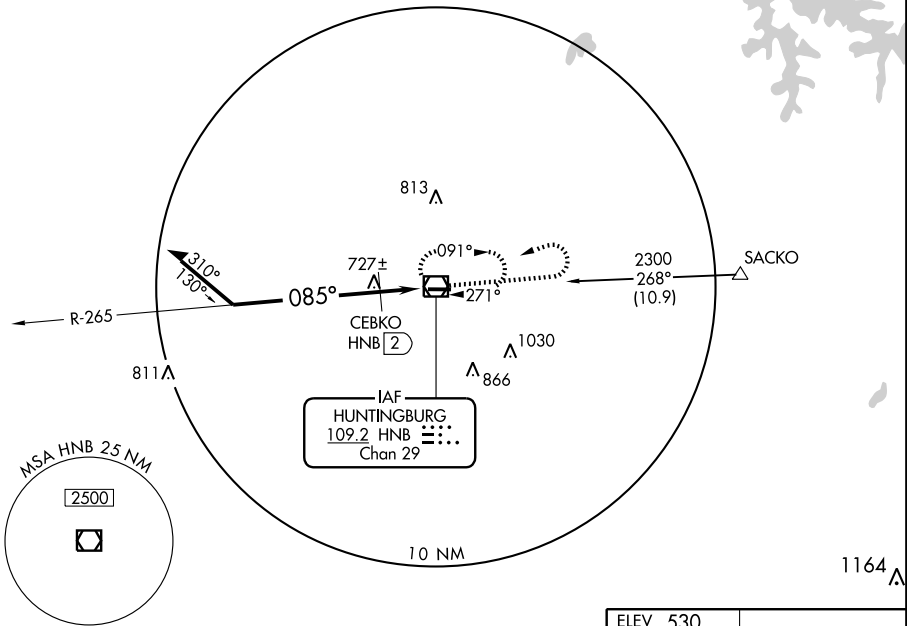
VOR RWY 9
HUNTINGBURG (HNB)

VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	085°	TDZE	525
Chan 29		Apt Elev	530



MISSED APPROACH: Climb to 2300 then left turn direct HNB VOR/DME and hold.

AWOS-3 118.250	EVANSVILLE APP CON ★ 126.4 226.4	CLNC DEL 118.8	UNICOM 122.8 (CTAF) 0
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ELEV 530

VOR/DME

HNB

109.2

085° to VOR/DME

5000 X 75

27

0.3% UP

TDZE

525

MIRL Rwy 9-27 0

REIL Rws 9 and 27 0

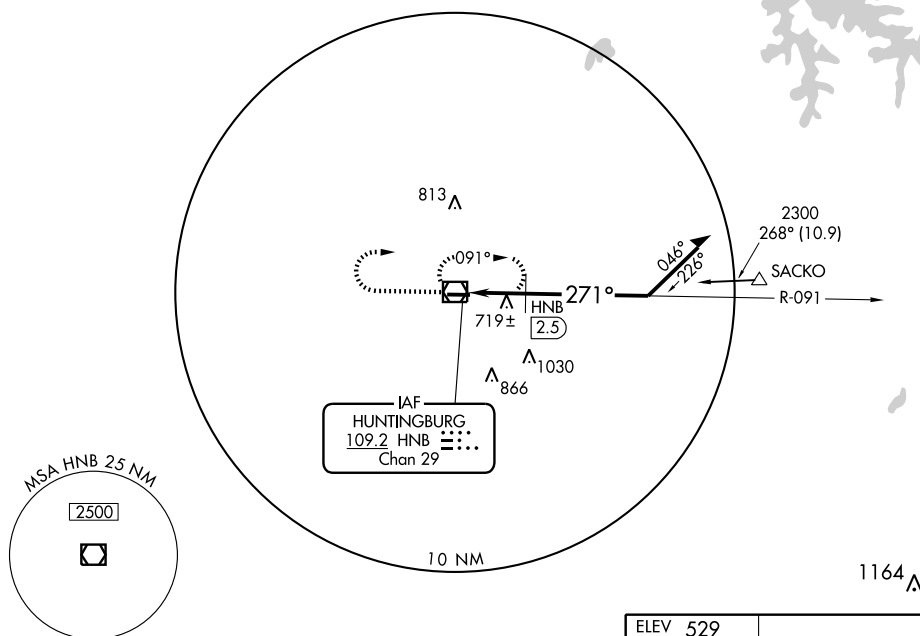
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-9	1120-1	595 (600-1)	1120-1½ 595 (600-1½)	1120-1¾ 595 (600-1¾)
CIRCLING	1120-1	590 (600-1)	1120-1½ 590 (600-1½)	1120-2 590 (600-2)
CEBKO DME MINIMUMS				
S-9	980-1	455 (500-1)	980-1¼ 455 (500-1¼)	980-1½ 455 (500-1½)
CIRCLING	980-1 450 (500-1)	1020-1 490 (500-1)	1020-1½ 490 (500-1½)	1080-2 550 (600-2)

HUNTINGBURG (HNB)

MISSED APPROACH: Climb to 2300 then right turn direct HNB VOR/DME and hold.

UNICOM
122.8 (CTAF) **L**

1164

HNB

 109.2

Remain
within 10 NM

ELEV 529

271° to
VOR/DME

6 0.3% UP → 27
TDZE
529

CATEGORY	A	B	C	D
S-27	1180-1	651 (700-1)	1180-1 $\frac{3}{4}$ 651 (700-1 $\frac{3}{4}$)	1180-2 651 (700-2)
CIRCLING	1180-1	651 (700-1)	1180-1 $\frac{3}{4}$ 651 (700-1 $\frac{3}{4}$)	1180-2 651 (700-2)
DME MINIMUMS				
S-27	980-1	451 (500-1)	980-1 $\frac{1}{4}$ 451 (500-1 $\frac{1}{4}$)	980-1 $\frac{1}{2}$ 451 (500-1 $\frac{1}{2}$)
CIRCLING	980-1 451 (500-1)	1020-1 491 (500-1)	1020-1 $\frac{1}{2}$ 491 (500-1 $\frac{1}{2}$)	1080-2 551 (600-2)

MIRL Rwy 9-27 **L**
REIL Rwy 9 and 27 **L**

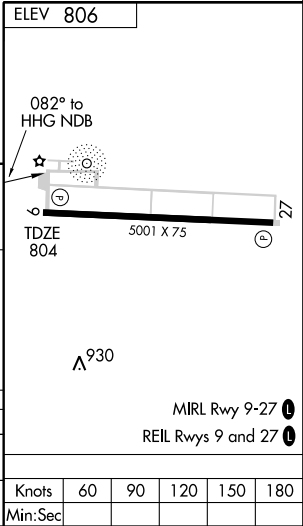
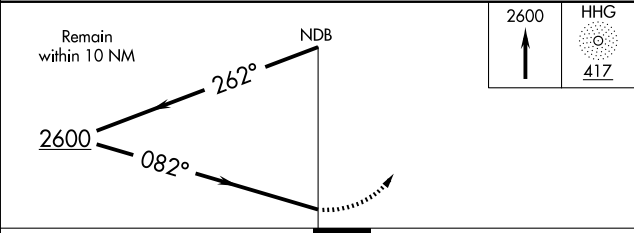
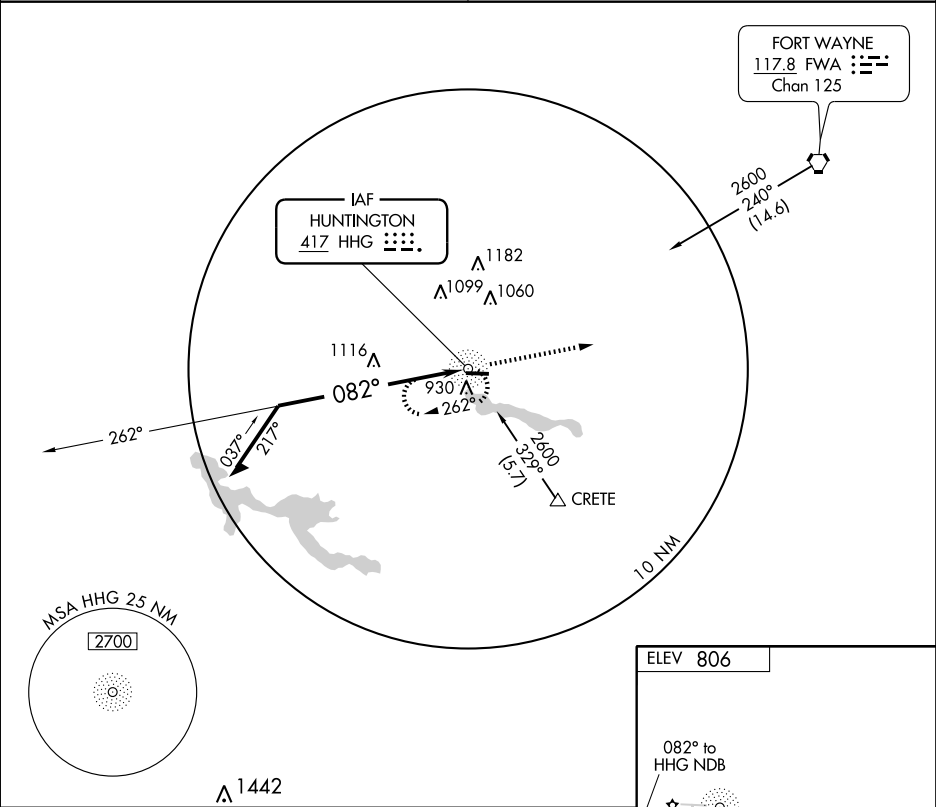
Knots	60	90	120	150	180
Min:Sec					

NDB RWY 9

HUNTINGTON MUNI (HHG)

NDB	HHG	APP CRS	Rwy Idg	5001
417		082°	TDZE	804
			Apt Elev	806

<div><div>▼</div><div>▲ NA</div></div> <div>Use Fort Wayne altimeter setting.</div>	MISSED APPROACH: Climb to 2600 in HHG NDB holding pattern.
FORT WAYNE APP CON 127.2 284.6	UNICOM 122.8 (CTAF) 0

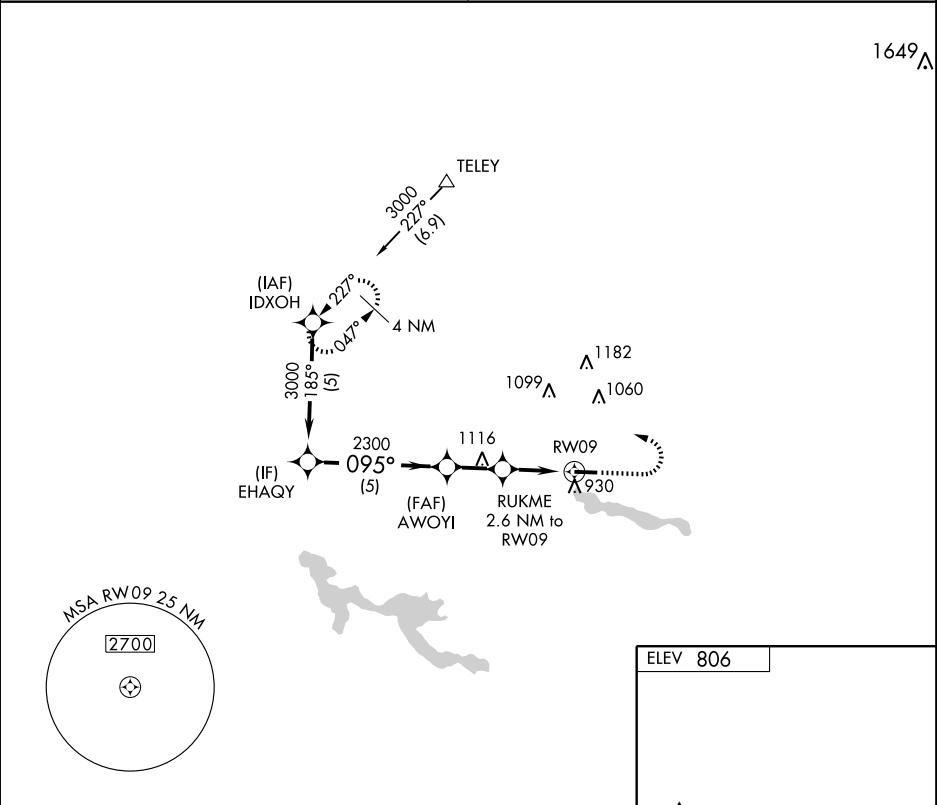


CATEGORY	A	B	C	D
S-9	1500-1 696 (700-1)	1500-2 696 (700-2)	1500-2 696 (700-2)	1500-2 696 (700-2)
CIRCLING	1500-1 694 (700-1)	1500-2 694 (700-2)	1500-2 694 (700-2)	1500-2 694 (700-2)

APP CRS 095°	Rwy Idg TDZE Apt Elev	5001 804 806
------------------------	-----------------------------	---

RNAV (GPS) RWY 9
HUNTINGTON MUNI (HHG)

<div>▼ NA</div> <div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Fort Wayne altimeter setting.</div>	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct IDXOH WP and hold.
FORT WAYNE APP CON 127.2 284.6	UNICOM 122.8 (CTAF) 0



<div>EHAQY</div> <div>3000</div> <div>Procedure Turn NA</div> <div>095°</div> <div>2300</div> <div>VGSI and descent angles not coincident.</div> <div>AWOYI</div> <div>3.00° TCH 40</div> <div>1660</div> <div>RUKME 2.6 NM to RW09</div> <div>RW09</div> <div>1700</div> <div>2600</div> <div>IDXOH</div> <div>TDZE 804</div> <div>5001 X 75</div> <div>095° to RW09</div> <div>930</div>				
CATEGORY	A	B	C	D
LNAV MDA	1220-1 416 (500-1)	1220-1½ 416 (500-1½)		
CIRCLING	1320-1 514 (600-1)	1320-1½ 514 (600-1½)	1360-2 554 (600-2)	

MIRL Rwy 9-27
REIL Rwy 9 and 27

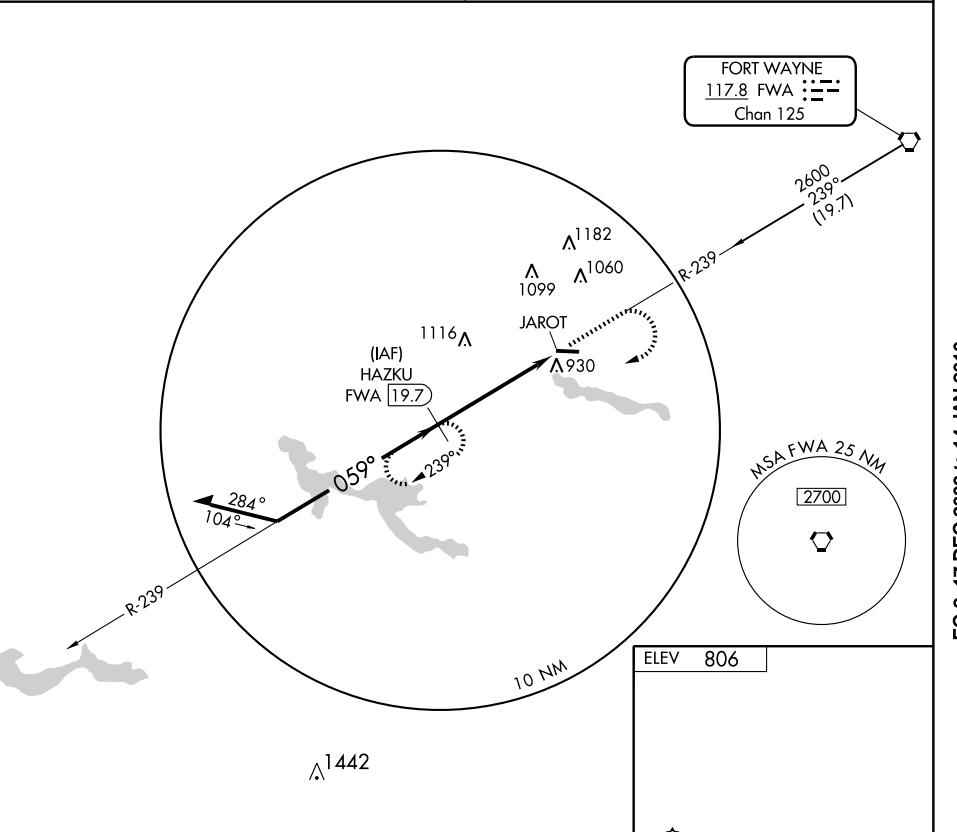
▼

▲ NA

Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via heading 261° and FWA R-239 to HAZKU/19.73 DME and hold.

FORT WAYNE APP CON 127.2 284.6	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

2600

239°

HAZKU FWA 19.7

059°

2600

059°

JAROT FWA 14.7

059°

5 NM

2000

2600

HDG 261° FWA R-239 117.8

HAZKU FWA 19.7

5001 X 75

27

059° 5 NM from FAF

930

MIRL Rwy 9-27 0

REIL Rwys 9 and 27 0

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1420-1 614 (700-1)		1420-1¾ 614 (700-1¾)	1420-2 614 (700-2)	Min:Sec					

EC-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4400
184°	TDZE	897
	Apt Elev	897

RNAV (GPS) RWY 18

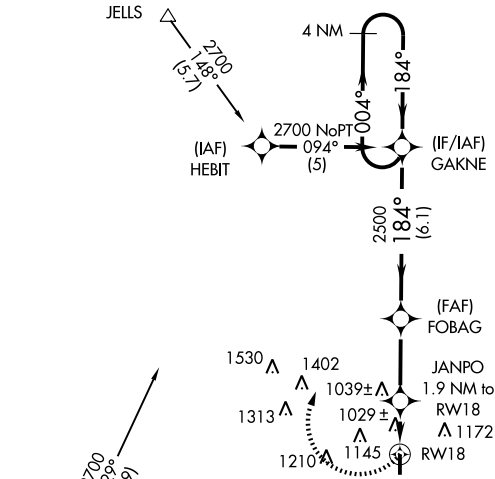
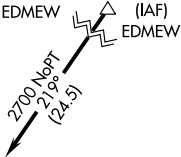
INDIANAPOLIS/ HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R2)

 NA DME/DME RNP-0.3 NA. Use Indianapolis Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 2700 direct GAKNE and hold.
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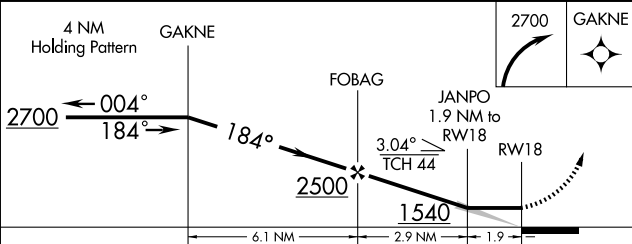
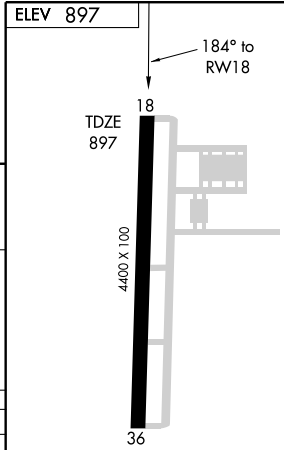
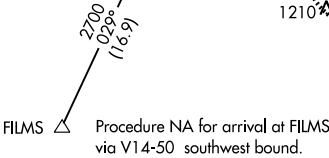
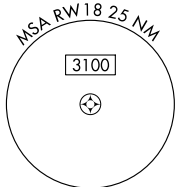
INIANAPOLIS APP CON 121.1	UNICOM 122.7 (CTAF) 
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Procedure NA for arrival at JELLS
via V24-128-399 northwest bound.


Procedure NA for arrival at EDMEW
via V96-285 northbound.



△1866



CATEGORY	A	B	C	D
LNAV MDA	1320-1	423 (500-1)	1320-1¼ 423 (500-1¼)	NA
CIRCLING	1380-1 483 (500-1)	1480-1 583 (600-1)	1480-1½ 583 (600-1½)	NA

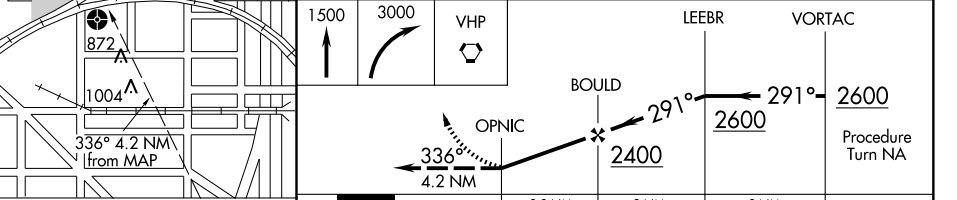
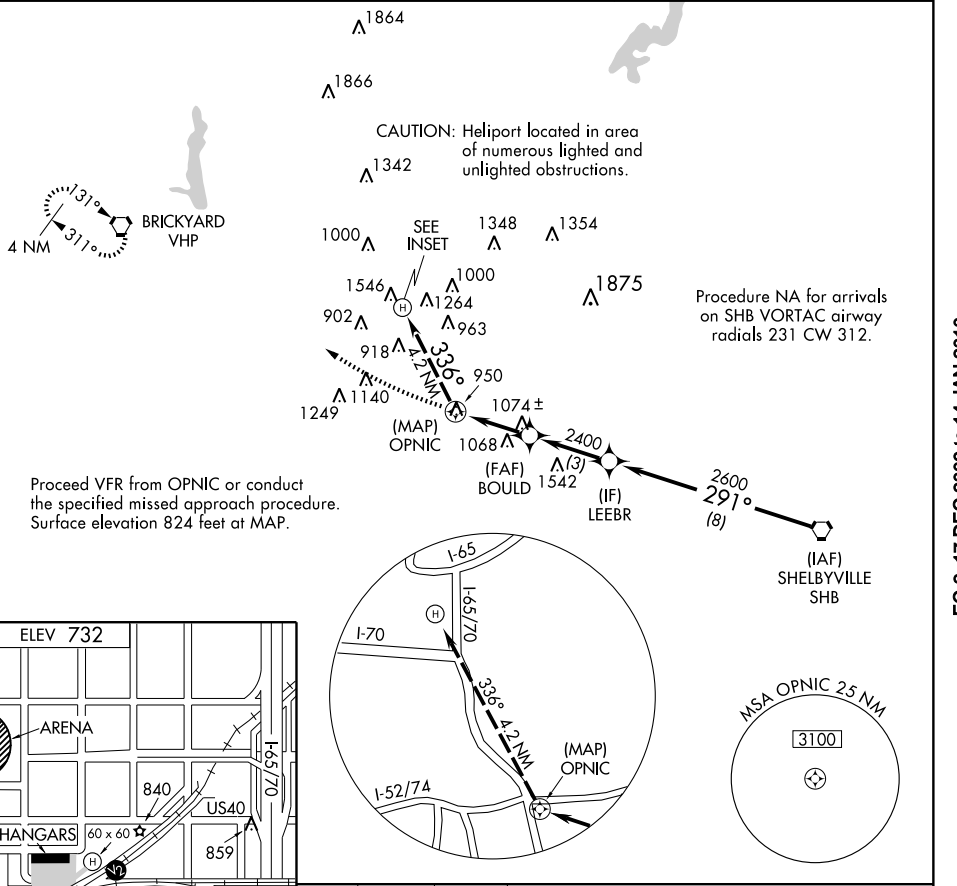
REIL Rwy 18 and 36
MIRL Rwy 18-36 

▲ NA

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet. Limit final and missed approach airspeed to 70 KIAS. DME/DME RNP-0.3 NA. ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

AWOS-3 118.250	INDIANAPOLIS APP CON 125.275 317.8	UNICOM 123.05 (CTAF) 0
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Knots	45	60	75	90	105	CATEGORY	COPTER
Min:Sec						H-291°	1340-3/4 516 (600-3/4)

EC-2, 17 DEC 2009 to 14 JAN 2010

VORTAC SHB	APP CRS	Rwy Idg	N/A
112.0	287°	TDZE	N/A
Chan 57		Apt Elev	732

COPTER VOR/DME 287° INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

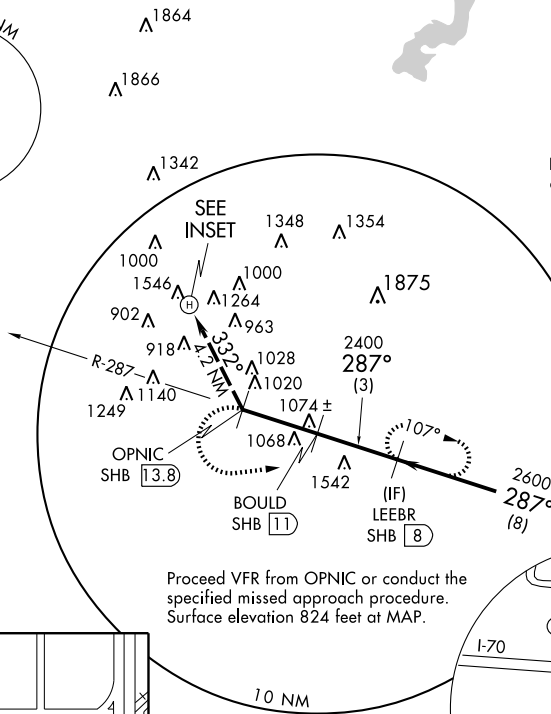
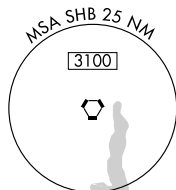
NA When local altimeter setting not received, use Indianapolis Initial altimeter setting and increase MDA 40 feet. ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climbing left turn to 2600 via SHB R-287 to LEEBR/8 DME and hold.

AWOS-3
118.250

INDIANAPOLIS APP CON
125.275 317.8

UNICOM
123.05 (CTAF) **0**

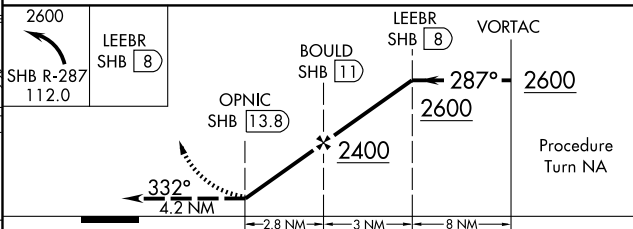
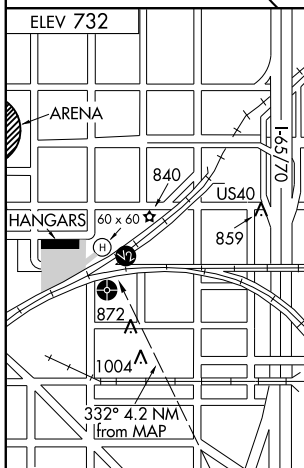


Procedure NA for arrival on SHB VORTAC airway radials 231 CW 312.

IAF
SHELBYVILLE
112.0 SHB
Chan 57
N39°37.95'-W85°49.46'

Proceed VFR from OPNIC or conduct the specified missed approach procedure. Surface elevation 824 feet at MAP.

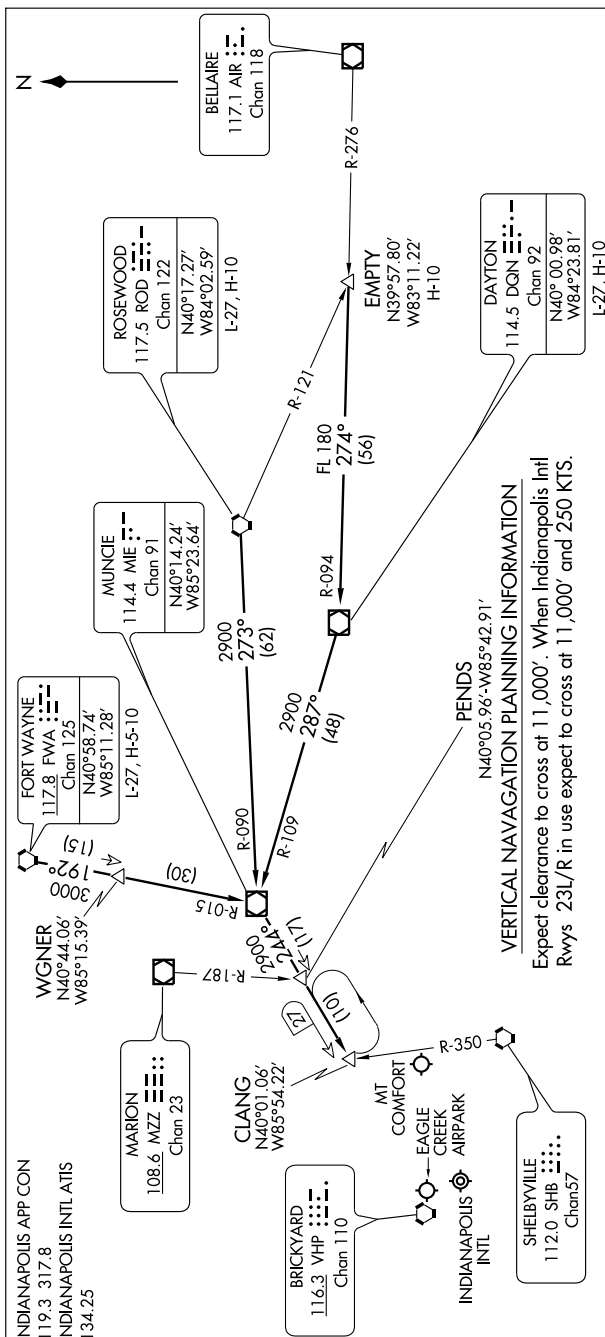
CAUTION: Heliport located in area of numerous lighted and unlighted obstructions.



Knots	45	60	75	90	105	CATEGORY	COPTER
Min:Sec						H-287°	1340-3/4 516 (600-3/4)

CLANG FIVE ARRIVAL

INDIANAPOLIS, INDIANA

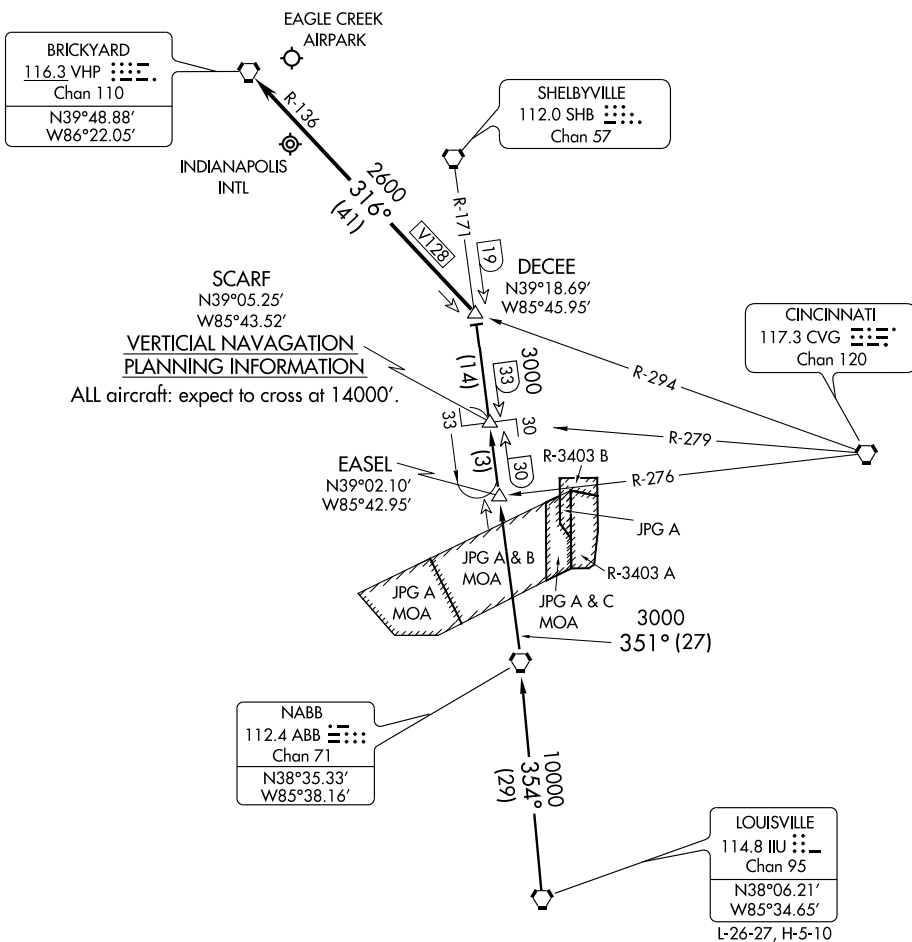


NOTE: Chart not to scale.

EC-2, 17 DEC 2009 to 14 JAN 2010

IND|ANAPOLIS, IND|ANA

ATIS 134.25



NOTE: Chart not to scale.



LOUISVILLE TRANSITION (IIU.DEC44): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

EC-2, 17 DEC 2009 to 14 JAN 2010

LOC I-EYE <u>111.5</u>	APP CRS 207°	Rwy Idg 4200 TDZE 820 Apt Elev 823
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LOC RWY 21
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

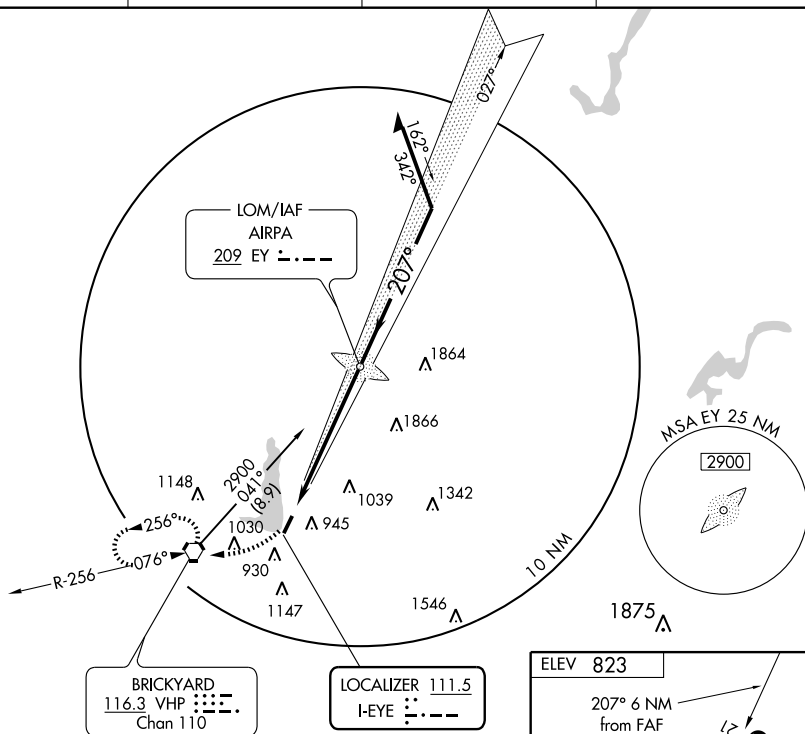
	Inoperative components table does not apply to CAT C.
 NA	If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA's 20 feet.

MALSF

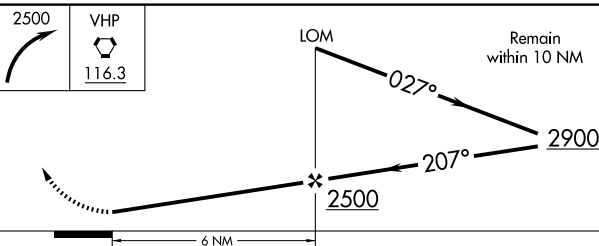
MISSED APPROACH: Climbing right turn to 2500 direct VHP VORTAC and hold.

ASOS
121.575

INDIANAPOLIS APP CON
119.05 317.8

CLNC DEL
128.6UNICOM
122.8 (CTAF) **L**

ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-21	1320- $\frac{3}{4}$	500 (500- $\frac{3}{4}$)	1320-1 $\frac{1}{4}$ 500 (500- $\frac{1}{4}$)	NA
CIRCLING	1320-1	497 (500-1)	1320-1 $\frac{1}{2}$ 497 (500- $\frac{1}{2}$)	NA

ELEV 823

207° 6 NM
from FAF

TDZE
820

MIRL Rwy 3-21 **L**
REIL Rwy 3 **L**

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

▼

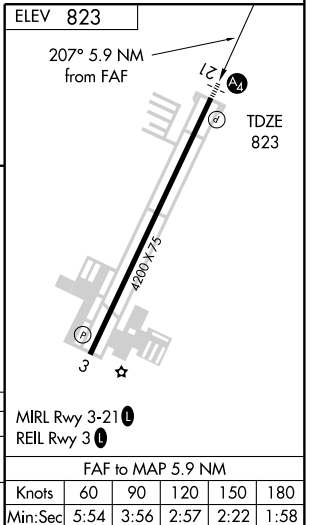
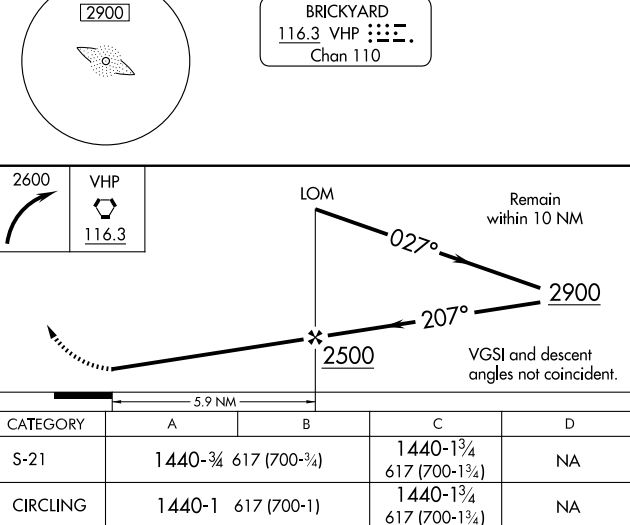
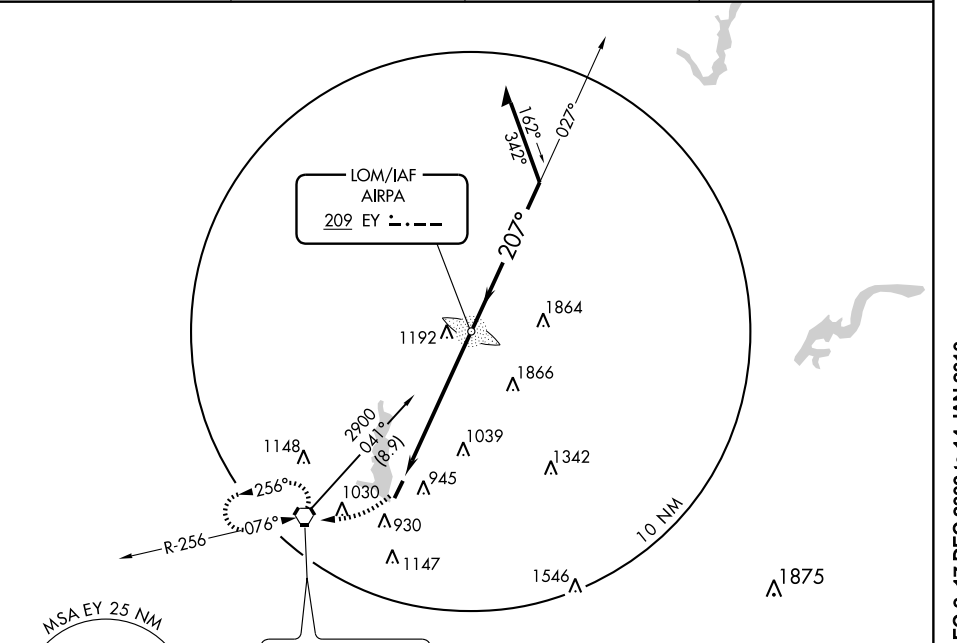
▲ NA

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet. Inoperative table does not apply to Cat C.

MALSF
-4 -5

MISSED APPROACH:
Climbing right turn to 2600
direct VHP VORTAC and hold.

ASOS 121.575	INDIANAPOLIS APP CON 119.05 317.8	CLNC DEL 128.6	UNICOM 122.8 (CTAF) 0
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EC-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH 82509 W21A	APP CRS 208°	Rwy Idg TDZE Apt Elev	4200 823 823
--------------------------	-----------------	-----------------------------	--------------------

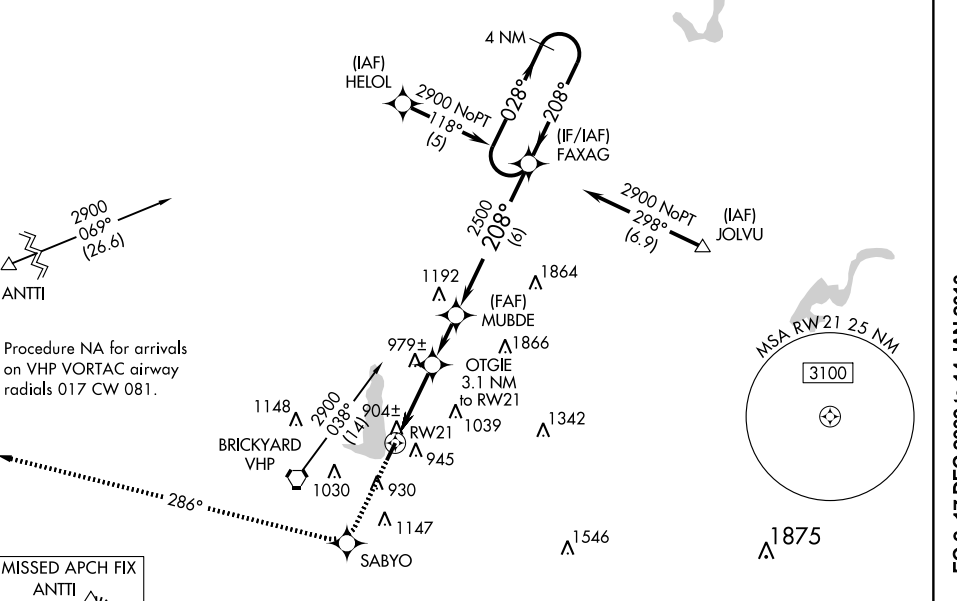
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received use Indianapolis Intl altimeter setting and increase all DA/MDA 20 ft. Inoperative table does not apply.

MALSF

MALSF

MISSED APPROACH: Climb to 2900 direct SABYO and right turn via 286° track to ANTTI and hold.

ASOS 121.575	INDIANAPOLIS APP CON 119.05 317.8	CLNC DEL 128.6	UNICOM 122.8 (CTAF) U
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MISSED APCH FIX

ANTTI

069°

249°

4 NM

2900

SABYO

TRK 286°

ANTTI

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern

FAXAG

028°

2900

208°

2500

GS 3.00° TCH 40

*LNAV only.

*1.2 NM to RW21

OTGIE 3.1 NM to RW21

*1840

1.2 NM

1.9 NM

2 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1097-3/4 274 (300-3/4)			NA
LNAV/VNAV DA	1165-1 1/4 342 (400-1 1/4)			NA
LNAV MDA	1240-3/4 417 (500-3/4)		1240-1 1/4 417 (500-1 1/4)	NA
CIRCLING	1300-1 477 (500-1)		1300-1 1/2 477 (500-1 1/2)	NA

ELEV 823

208° to RW21

TDZE 823

4200 x 75

MIRL Rwy 3-21 **U**

REIL Rwy 3 **U**

EC-2, 17 DEC 2009 to 14 JAN 2010

NDB HFY	APP CRS	Rwy Idg	4901
398	360°	TDZE	822
		Apt Elev	822

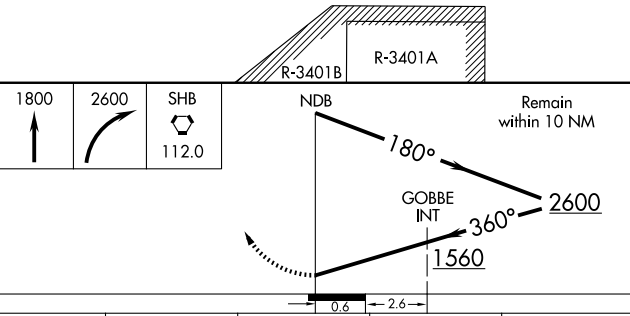
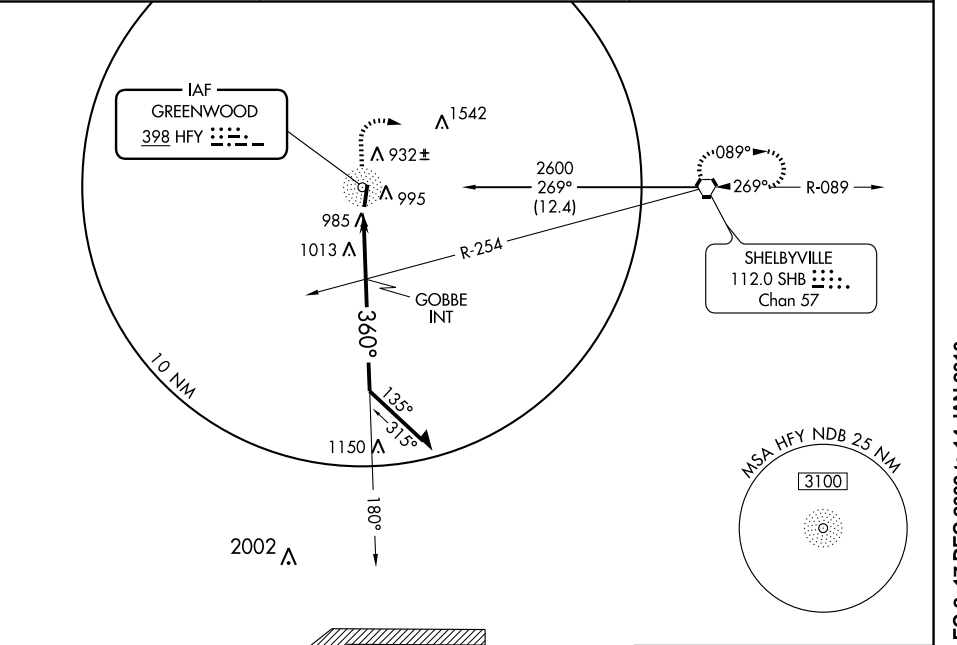
▼

▲ NA

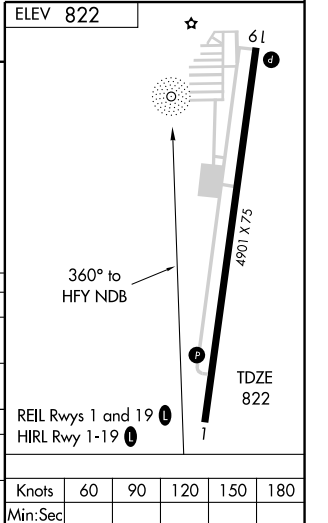
If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct SHB VORTAC and hold.

AWOS-3 118.525	INDIANAPOLIS APP CON 124.95 317.8	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-1	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
CIRCLING	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
GOBBE INT MINIMUMS				
S-1	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA
CIRCLING	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA



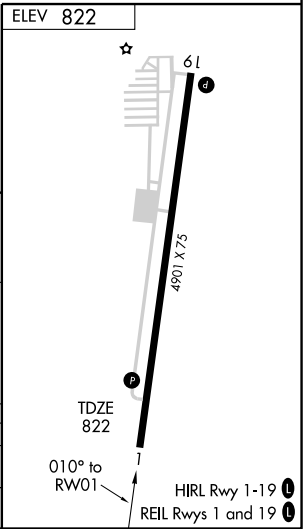
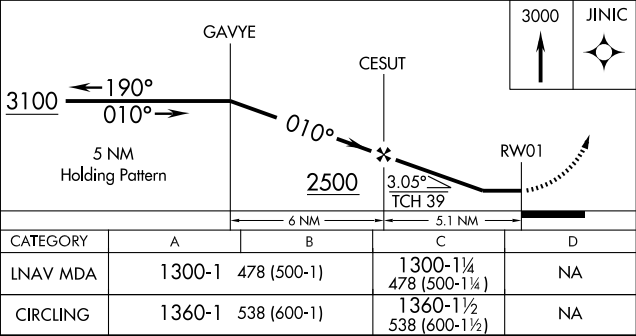
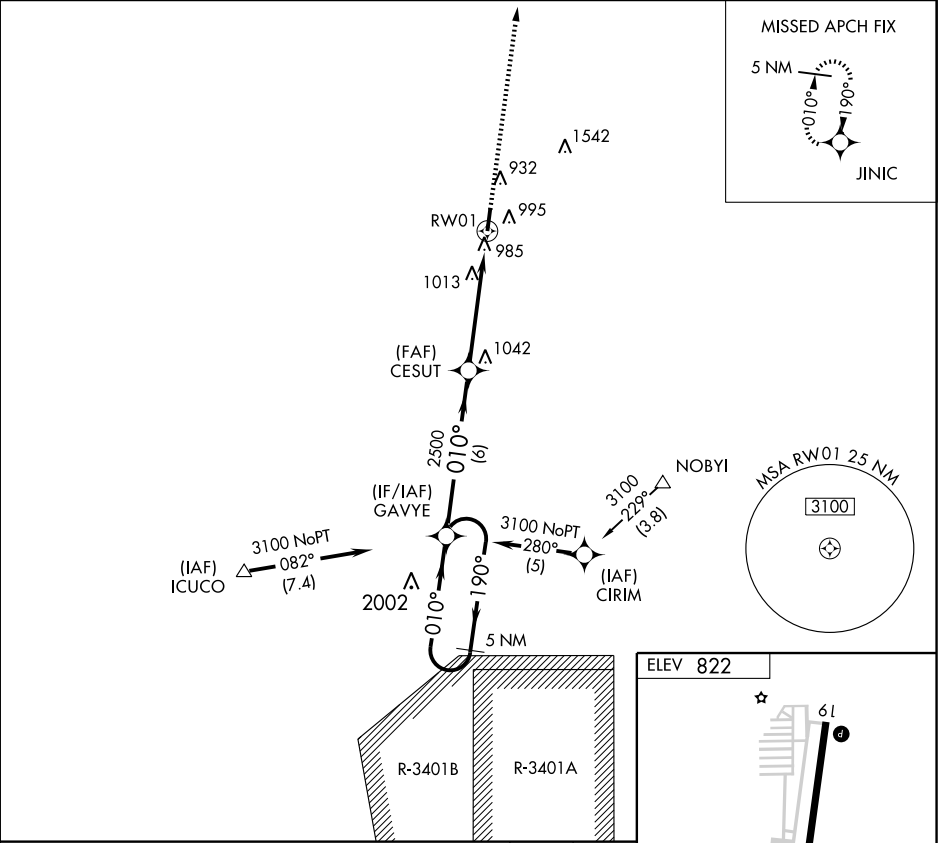
APP CRS	Rwy Idg	4901
010°	TDZE	822
	Apt Elev	822

RNAV (GPS) RWY 1
INDIANAPOLIS / GREENWOOD MUNI (HFY)

▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JINIC and hold.

AWOS-3 118.525	INDIANAPOLIS APP CON 124.95 317.8	UNICOM 123.0 (CTAF) 0
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WAAS CH 53703 W19A	APP CRS 190°	Rwy Idg TDZE Apt Elev	4901 822 822
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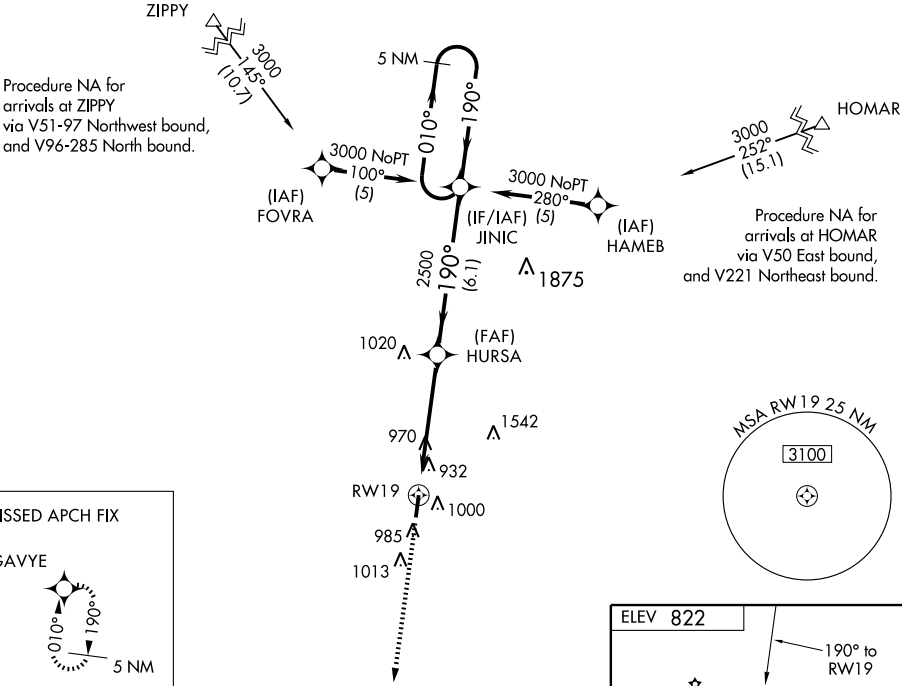
RNAV (GPS) RWY 19
INDIANAPOLIS / GREENWOOD MUNI (HFY)



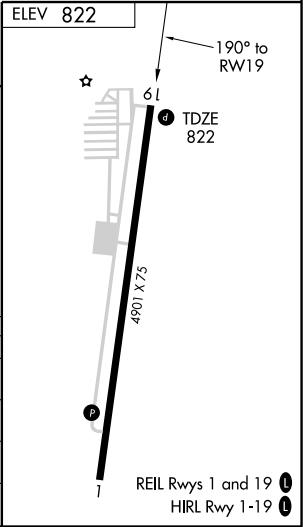
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct GAVYE and hold.

AWOS-3 118.525	INDIANAPOLIS APP CON 124.95 317.8	UNICOM 123.0 (CTAF)
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3100	GAVYE	JINIC	5 NM Holding Pattern	010° →	3000	GS 3.00° TCH 40
↑	★	HURSA	190°	← 190°	2500	
		RW19	5.1 NM	6.1 NM		
CATEGORY	A	B	C	D		
LPV DA	1130-1	308 (400-1)		NA		
LNAV/VNAV DA	1299-1¾	477 (500-1¾)		NA		
LNAV MDA	1300-1	478 (500-1)	1300-1¼ 478 (500-1¼)	NA		
CIRCLING	1360-1	538 (600-1)	1360-1½ 538 (600-1½)	NA		

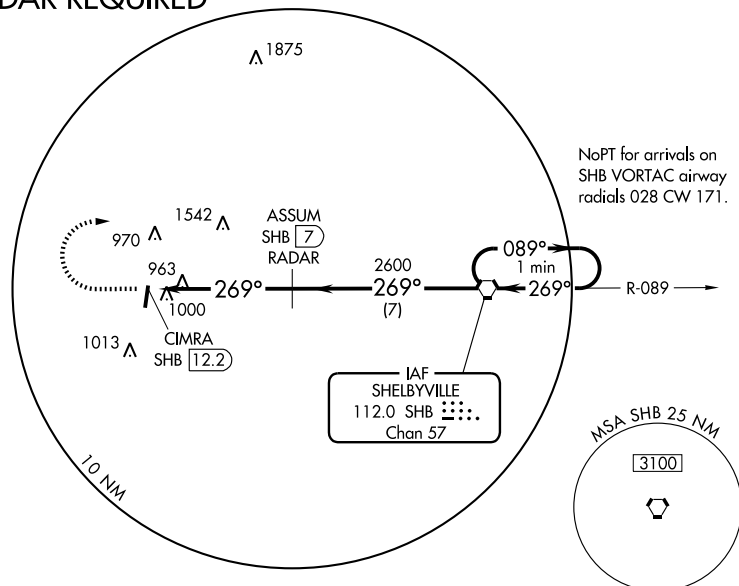
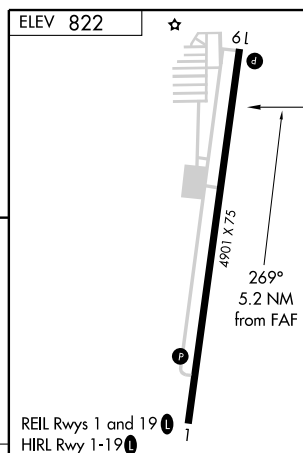
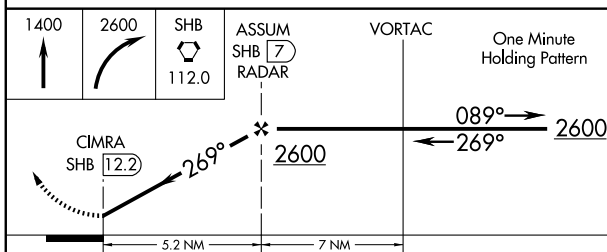


INDIANAPOLIS / GREENWOOD MUNI (HFY)

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct SHB VORTAC and hold.

UNICOM
123.0 (CTAF) **L**

DME or RADAR REQUIRED

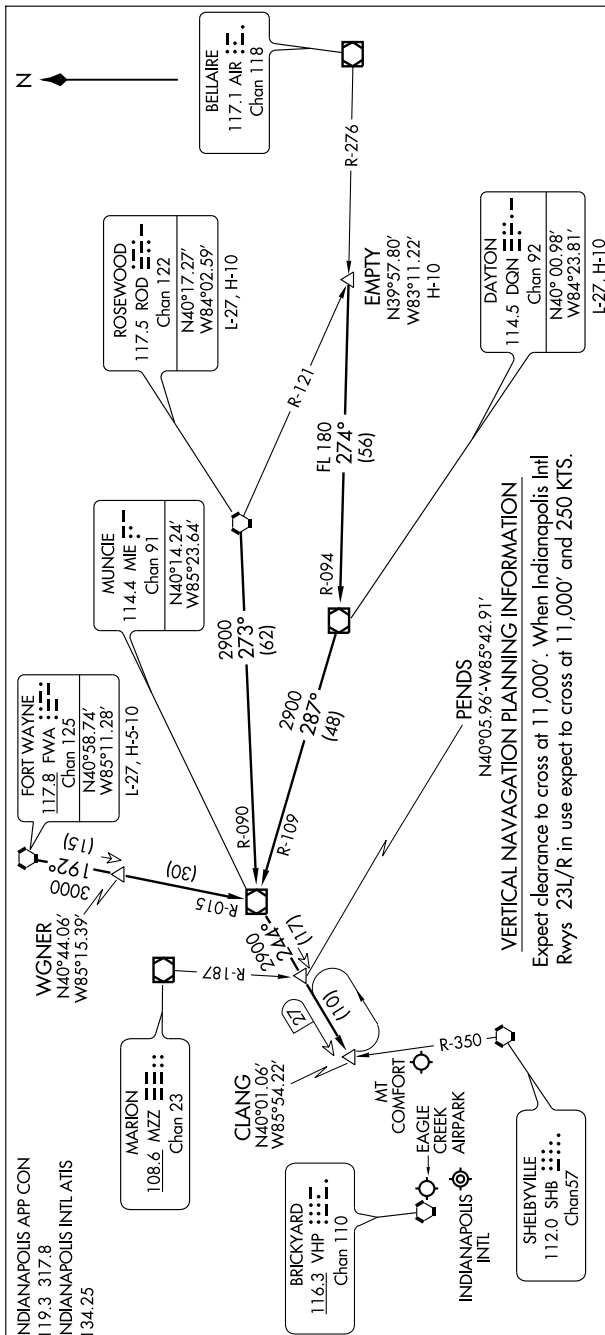
2002 

CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	1360-1	538 (600-1)	1360-1½ 538 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44



CLANG FIVE ARRIVAL

INDIANAPOLIS, INDIANA



DAYTON TRANSITION (DQN, CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY, CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA, CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD, CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

. . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to scale.

DAWNN THREE DEPARTURE

SL-203 (FAA)

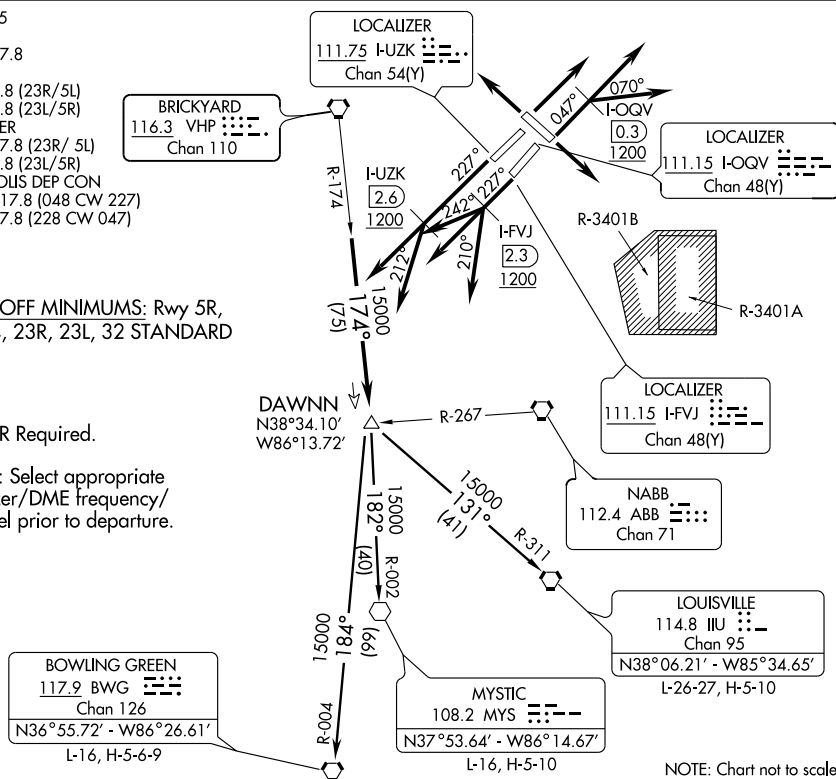
INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA

ATIS 134.25
CLNC DEL
128.75 257.8
GND CON
121.8 257.8 (23R/5L)
121.9 257.8 (23L/5R)
INDY TOWER
127.82 257.8 (23R/ 5L)
120.9 257.8 (23L/5R)
INDIANAPOLIS DEP CON
124.95 317.8 (048 CW 227)
119.05 317.8 (228 CW 047)

TAKE-OFF MINIMUMS: Rwy 5R,
5L, 14, 23R, 23L, 32 STANDARD

RADAR Required.

NOTE: Select appropriate
localizer/DME frequency/
channel prior to departure.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWN3 INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWN3 INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWN3 INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWN3 INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-174 to DAWN3 INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

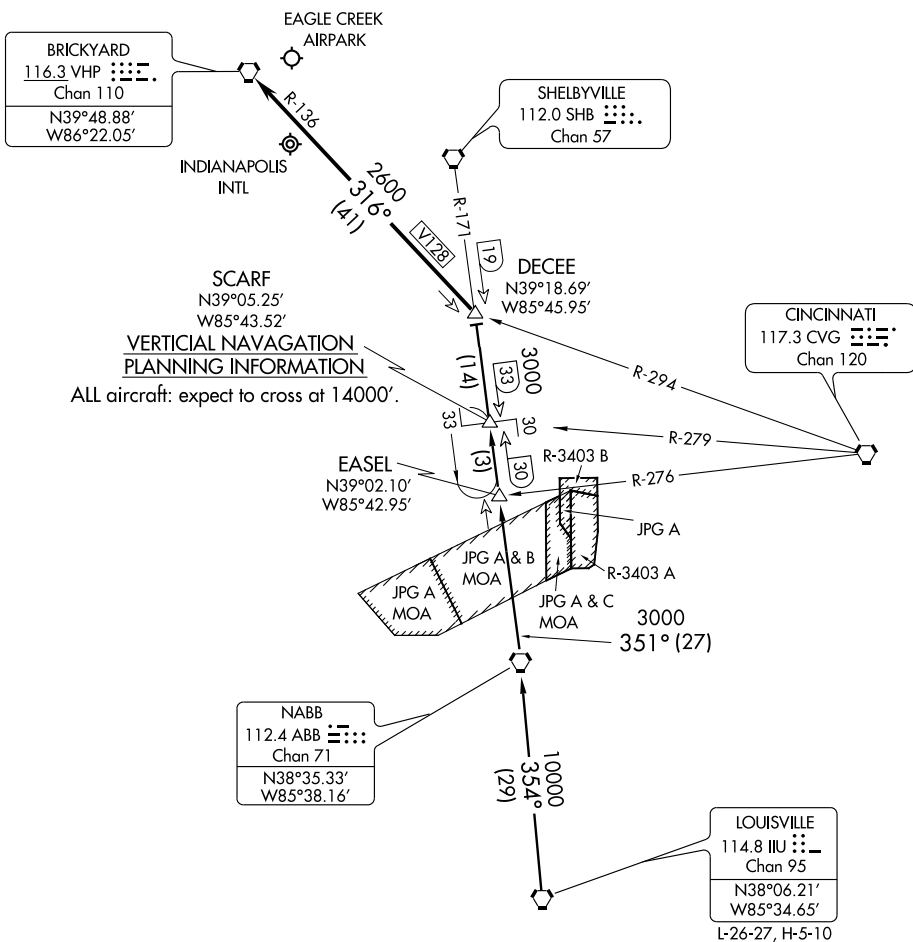
BOWLING GREEN TRANSITION (DAWNN3.BWG): Via BWG R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN3.IIU): Via IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN3.MYS): Via MYS R-002 to MYS VOR.

IND|ANAPOLIS, IND|ANA

ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DEC44): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

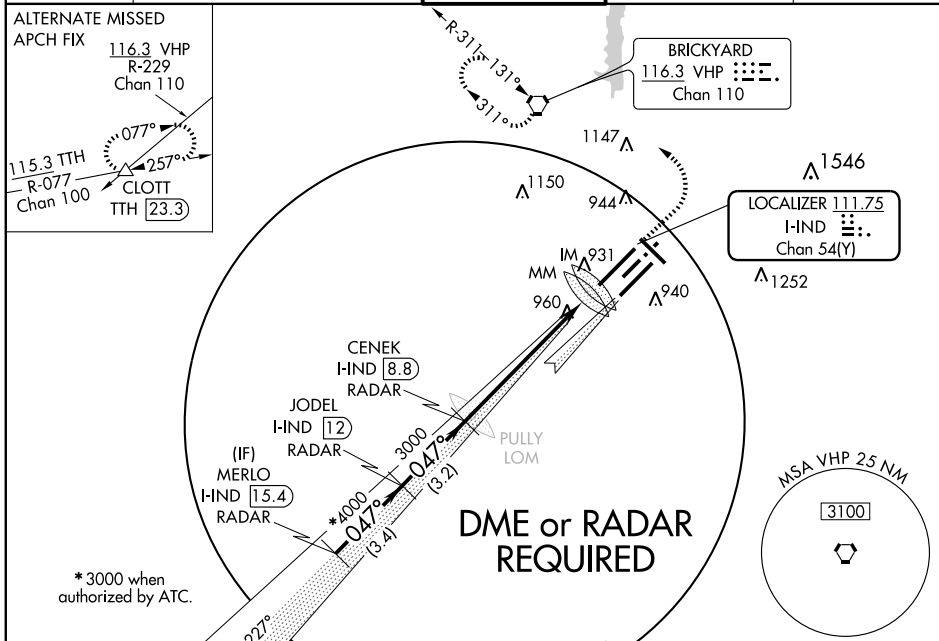
. . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

EC-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-IND 111.75 Chan 54 (Y)	APP CRS 047°	Rwy Idg 11200 TDZE 748 Apt Elev 797
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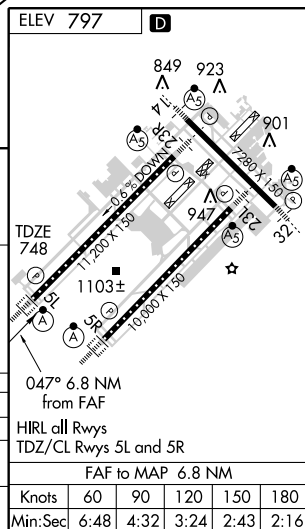
ILS or LOC RWY 5L INDIANAPOLIS INTL (IND)

<p>Simultaneous approach authorized with Rwy 5R.</p>		<p>ALS-F-2</p>	<p>MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.</p>	
ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8



Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

<p>VGSI and ILS glidepath not coincident.</p>			
MERLO I-IND 15.4 RADAR	JOEL I-IND 12 RADAR	CENEK I-IND 8.8 RADAR	
*5000	*4000	3000	
Procedure Turn NA	GS 3.00°	TCH 55	
<p>*3000 when authorized by ATC.</p>			
3.4 NM	3.2 NM	5.3 NM	1 NM 0.3 0.2
CATEGORY	A	B	C D
S-ILS 5L	948/18 200 (200-½)		
S-LOC 5L	1300/24	552 (600-½)	1300/50 552 (600-1¼) 1300/60 552 (600-1¼)
CIRCLING	1420-1	623 (700-1)	1420-1¾ 623 (700-1¾) 1420-2 623 (700-2)

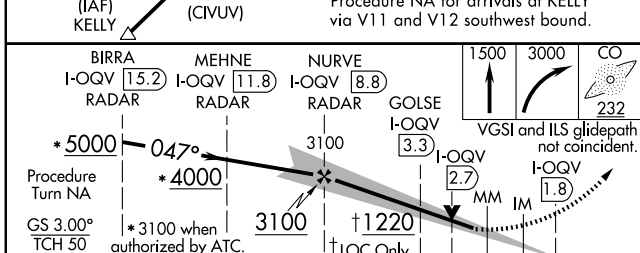
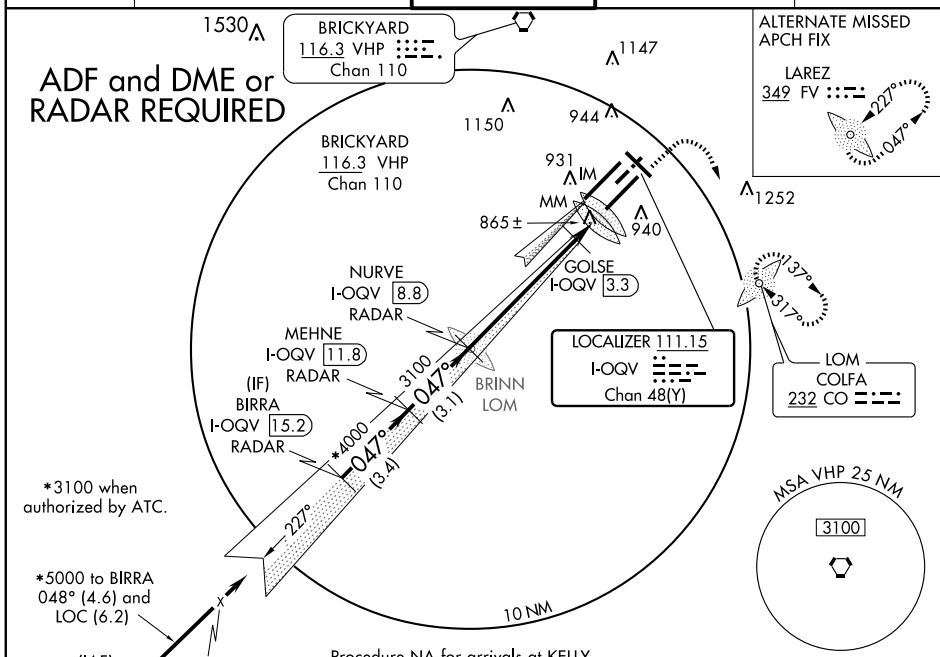


LOC/DME I-QQV 111.15 Chan 48 (Y)	APP CRS 047°	Rwy Idg 10000 TDZE 791 Apt Elev 797
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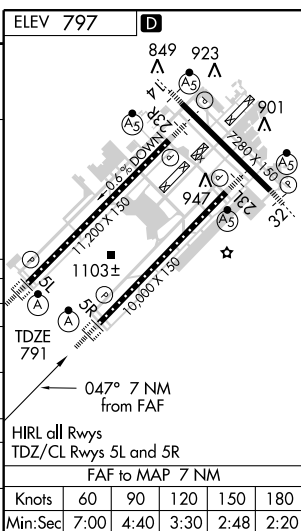
ILS or LOC RWY 5R
INDIANAPOLIS INTL (IND)

 	Simultaneous approach authorized with Rwy 5L. For inoperative ALSF increase GOLSE Fix Minimums S-LOC 5R Cat D visibility to RVR 5000. ADF REQUIRED.	ALSF-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.
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ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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	← 3.4 NM		← 3.1 NM		← 5.5 NM		0.6	0.4	0.4	0.1	←
CATEGORY	A		B		C		D				
S-ILS 5R	991/18 200 (200-½)										
S-LOC 5R	1220/24 429 (500-½)				1220/40 429 (500-¾)		1220/50 429 (500-1)				
CIRCLING	1420-1 623 (700-1)				1420-1¾ 623 (700-1¾)		1420-2 623 (700-2)				
GOLSE FIX MINIMUMS											
S-LOC 5R	1120/24 329 (400-½)						1120/40 329 (400-¾)				
CIRCLING	1420-1 623 (700-1)				1420-1¾ 623 (700-1¾)		1420-2 623 (700-2)				



ILS or LOC RWY 14

INDIANAPOLIS INTL (IND)

LOC I-BJP 110.5	APP CRS 137°	Rwy Idg 7280 TDZE 796 Apt Elev 797
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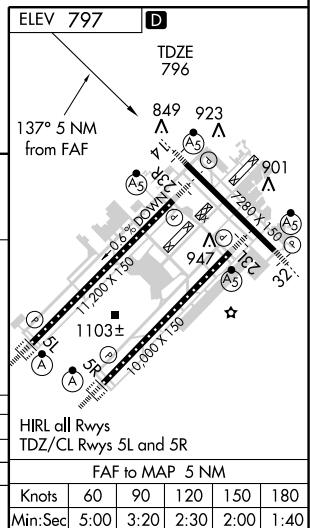
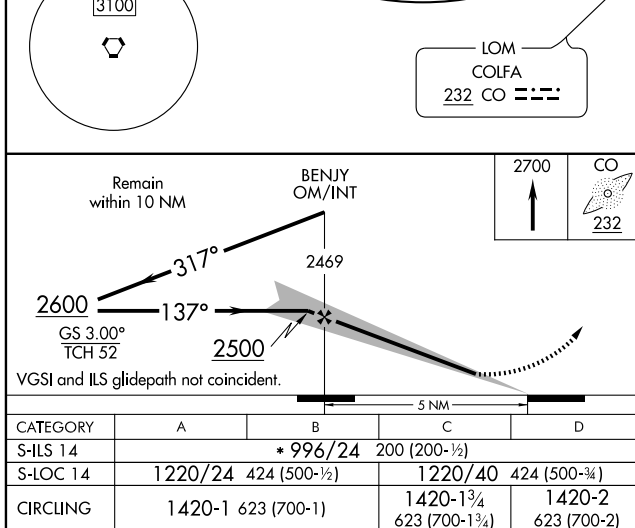
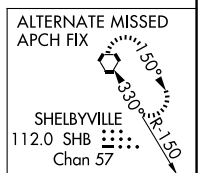
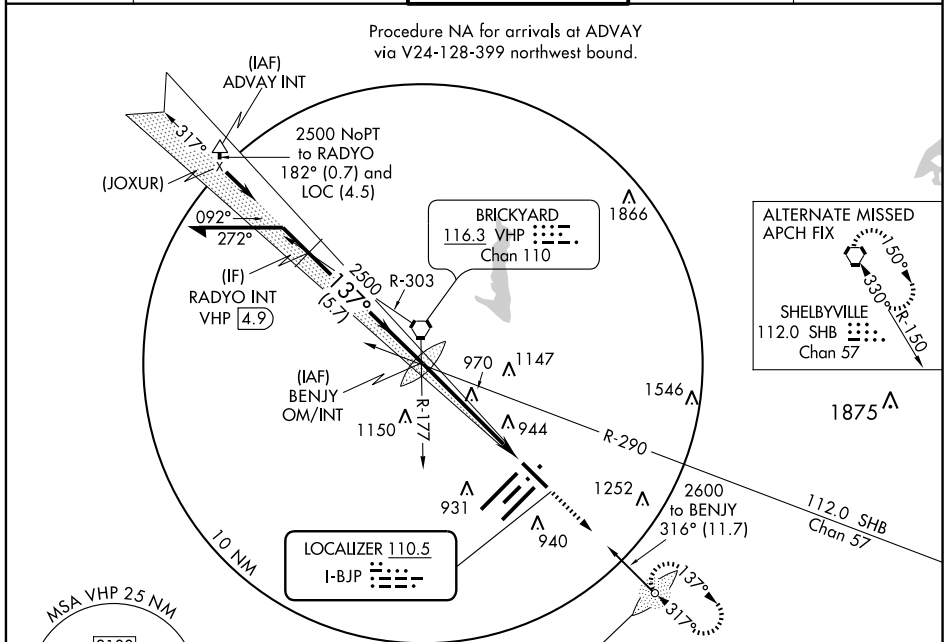
ADF REQUIRED
* RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 2700 direct CO LOM and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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Procedure NA for arrivals at ADVAY via V24-128-399 northwest bound.



LOC/DME I-FVJ 111.15 Chan 48 (Y)	APP CRS 227°	Rwy Idg 10000 TDZE 790 Apt Elev 797
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ILS or LOC RWY 23L
INDIANAPOLIS INTL (IND)

T ADF REQUIRED
A Simultaneous approach authorized with Rwy 23R.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS
134.25

INDIANAPOLIS APP CON
119.3 317.8

INDY TOWER
120.9 257.8

GND CON
121.9 257.8

CLNC DEL
128.75 257.8

Procedure NA for arrivals at CLANG
via V14-192-210 northeast bound.

*5000 to ISOLA
182° (0.3) and
LOC (11.3)

*2700 when authorized by ATC.

BRICKYARD
116.3 VHP 
Chan 110

LOCALIZER 111.15
I-FVJ
Chan 48(Y)

ALTERNATE MISSED
APCH FIX

BRINN
219 OQ ==:-

LOM 
COLFA
CO 

[illegible]

CATEGORY	A	B	C	D
S-ILS 23L	1042/24 252 (300-½)			
S-LOC 23L	1200/24 410 (500-½)		1200/40 410 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1 ³ / ₄ 623 (700-1 ³ / ₄)	1420-2 623 (700-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

LOC/DME I-UZK <u>111.75</u> Chan 54 (Y)	APP CRS 227°	Rwy Idg 11200 TDZE 783 Apt Elev 797
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ILS or LOC RWY 23R
INDIANAPOLIS INTL (IND)

T Simultaneous approach authorized with Rwy 23L
A ** RVR 1800 authorized with the use of FD or AP
or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1 500 then climbing right turn to 3000 direct VHP VORTAC and hold.

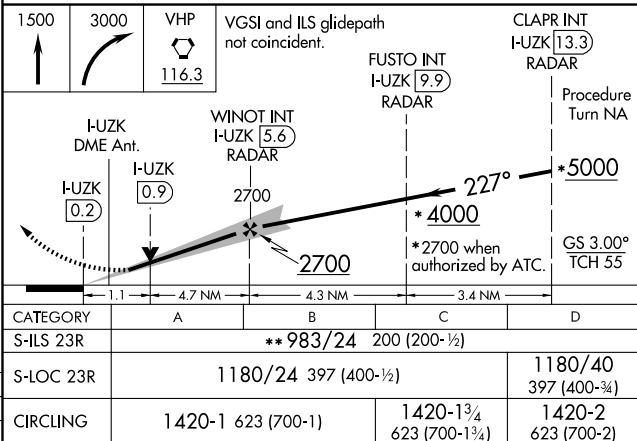
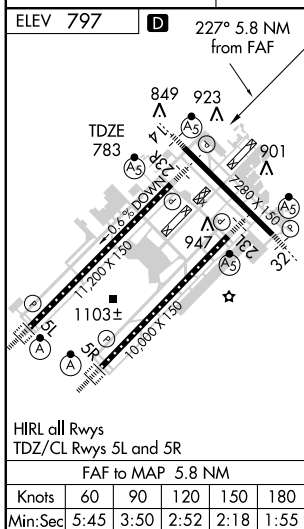
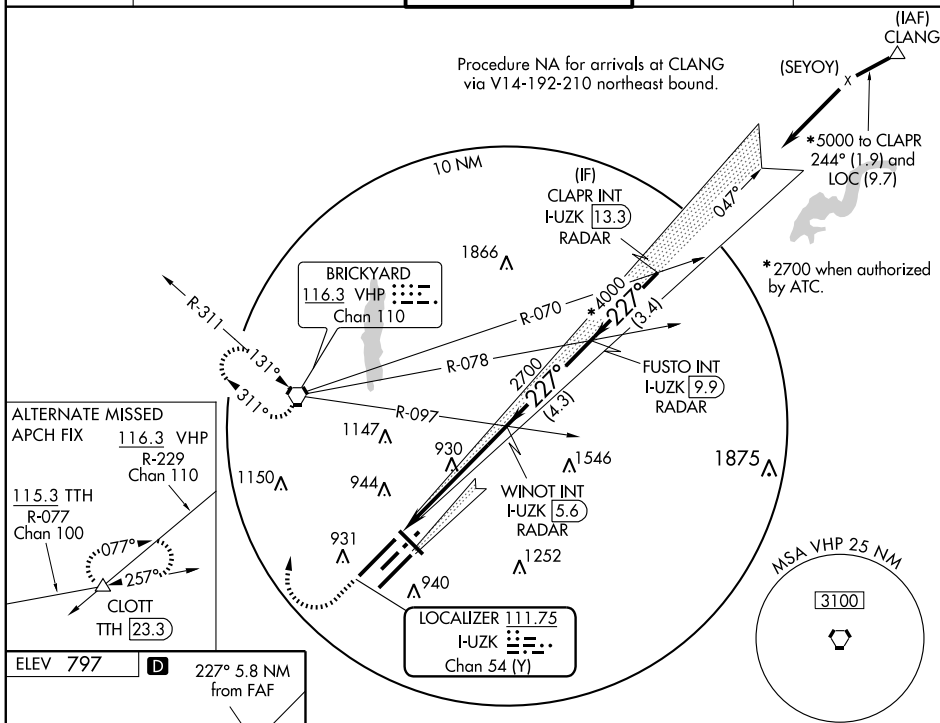
ATIS
134.25

INDIANAPOLIS APP CON
119.3 317.8

INDY TOWER
120.9 257.8

GND CON
121.9 257.8

CLNC DEL
128.75 257.8



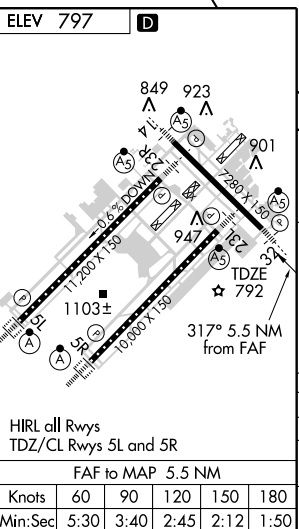
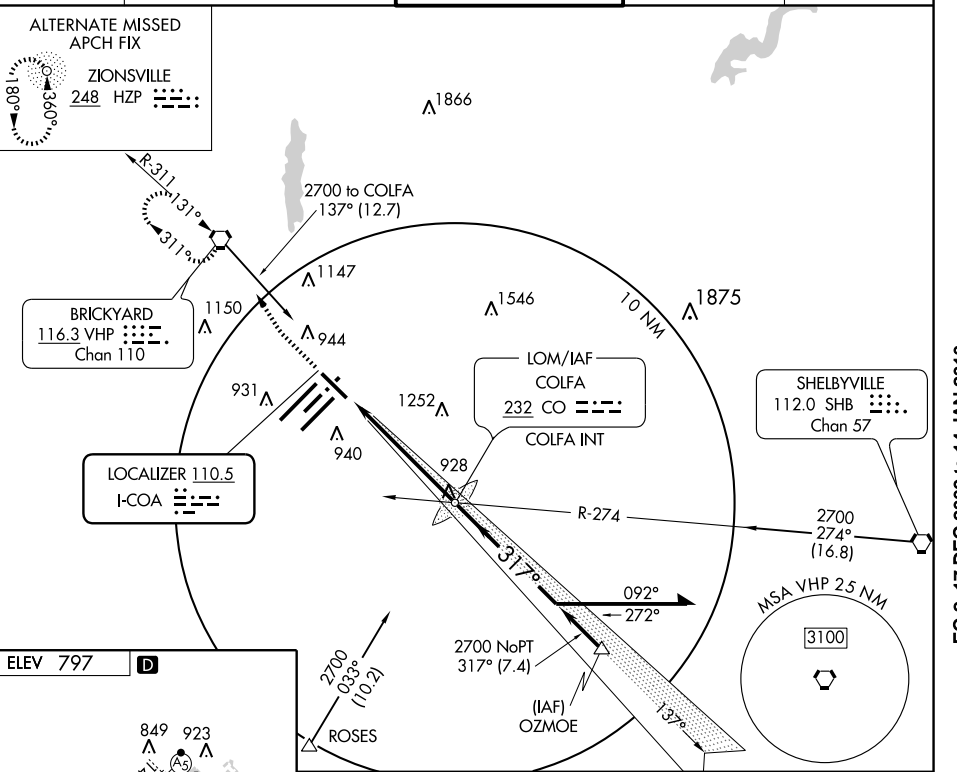
▼
▲

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
▲
⋮

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold, continue climb-in-hold to 3000.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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CATEGORY	A	B	C	D
S-ILS 32	* 992/24 200 (200-½)			
S-LOC 32	1240/24 448 (500-½)	1240/40 448 (500-¾)	1240/50 448 (500-1)	
CIRCLING	1420-1 623 (700-1)	1420-1 623 (700-1¾)	1420-2 623 (700-2)	

EC-2, 17 DEC 2009 to 14 JAN 2010

ILS RWY 5L (CAT III)

INDIANAPOLIS INTL (IND)

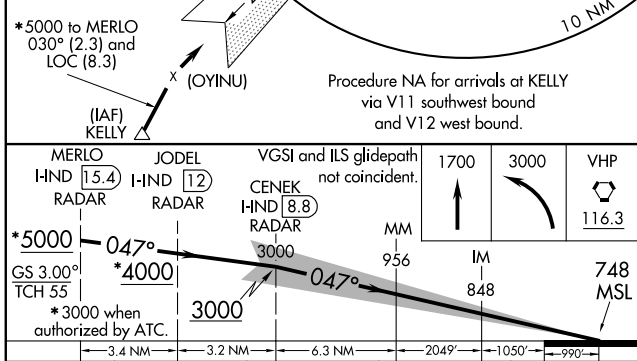
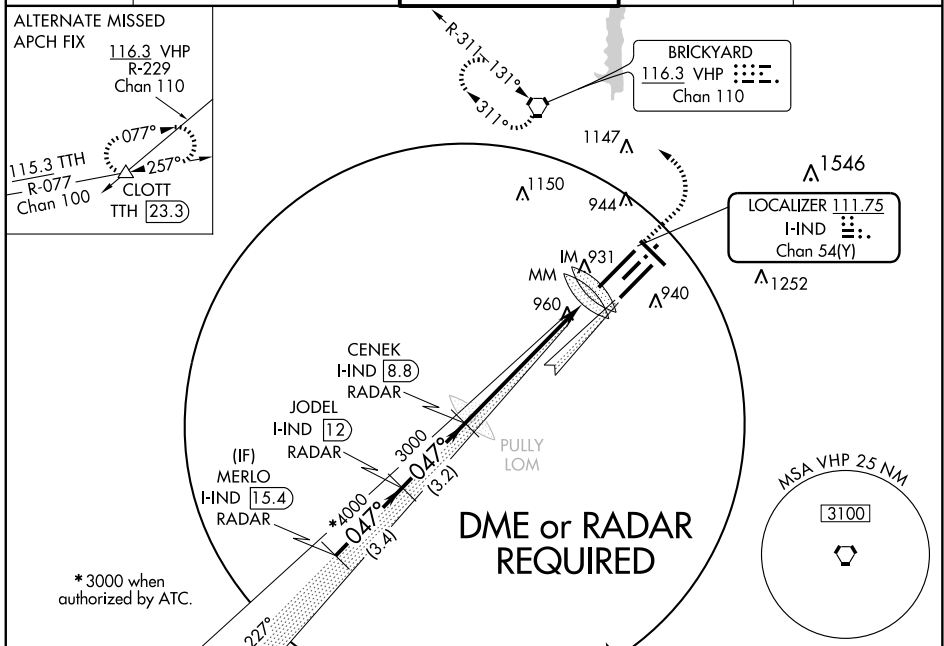
LOC/DME I-IND 111.75 Chan 54 (Y)	APP CRS 047°	Rwy Idg 11200 TDZE 748 Apt Elev 797
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Simultaneous approach authorized with Rwy 5R.



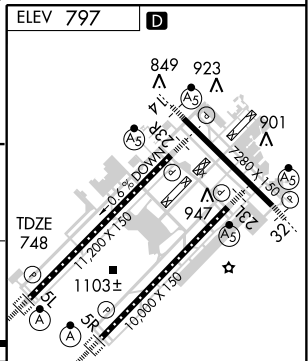
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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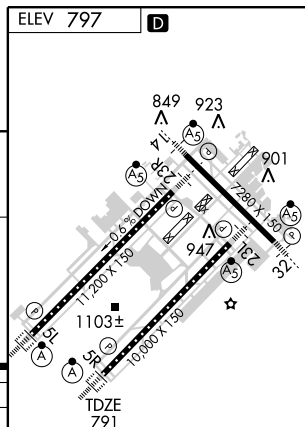
CATEGORY	A	B	C	D
S-ILS 5L			CAT IIIA RVR 07	
S-ILS 5L			CAT IIIB RVR 06	
S-ILS 5L			CAT IIIC NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwy's
TDZ/CL Rwy's 5L and 5R

 Simultaneous approach authorized with Rwy 5L.  ADF REQUIRED.		ALSF-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.	
ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

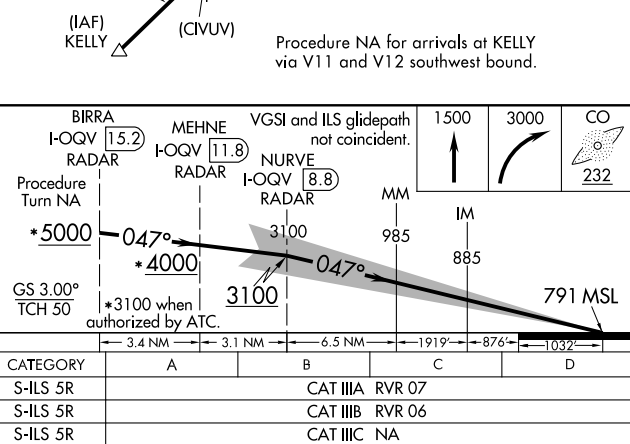
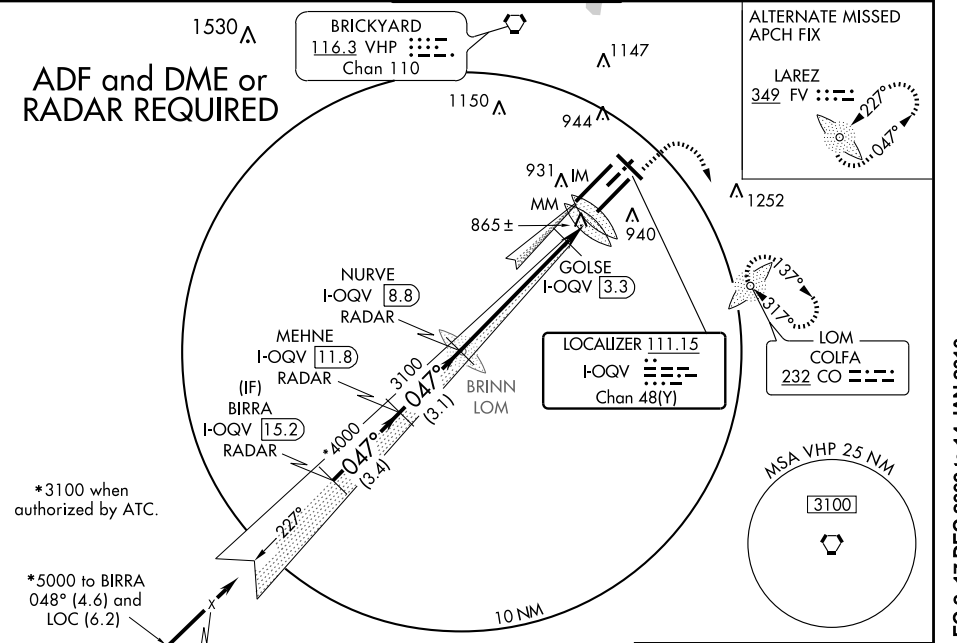
HIRL all Rwy's
TDZ/CL Rwy's 5L and 5R

Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSf-2

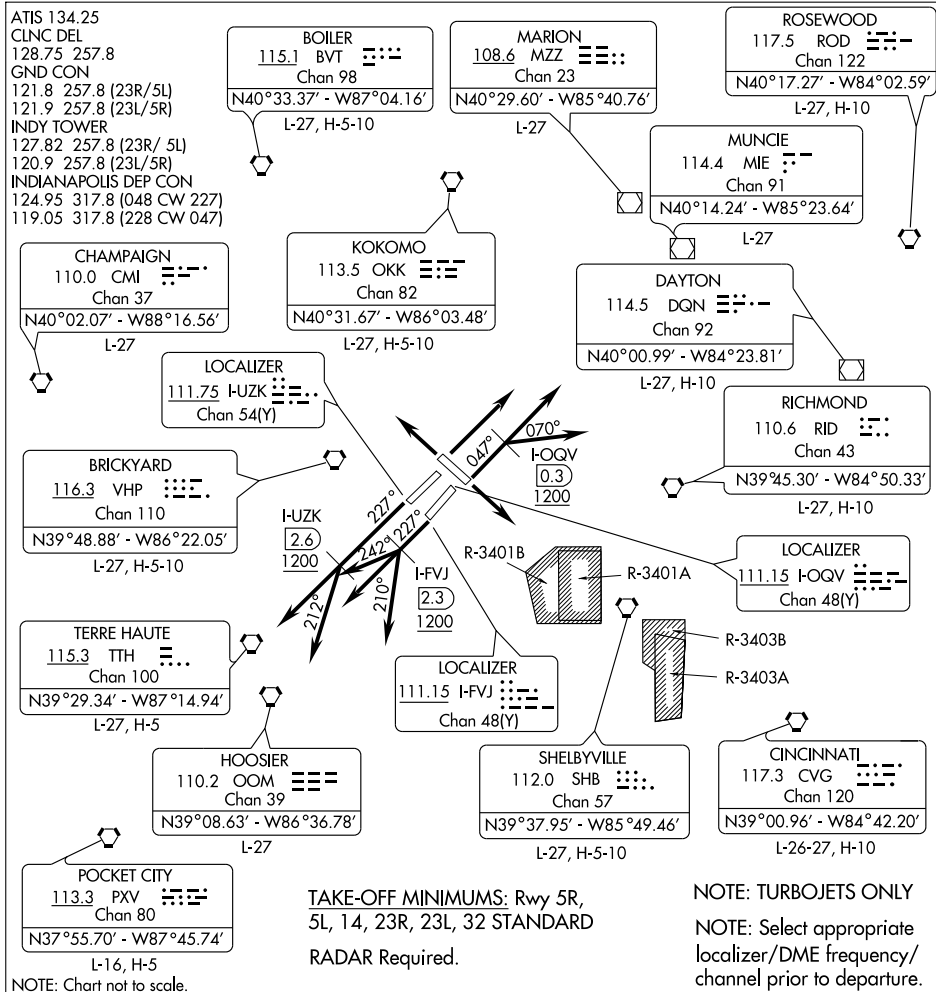
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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INDY TWO DEPARTURE

SL-203 (FAA)

INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R: Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L: Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

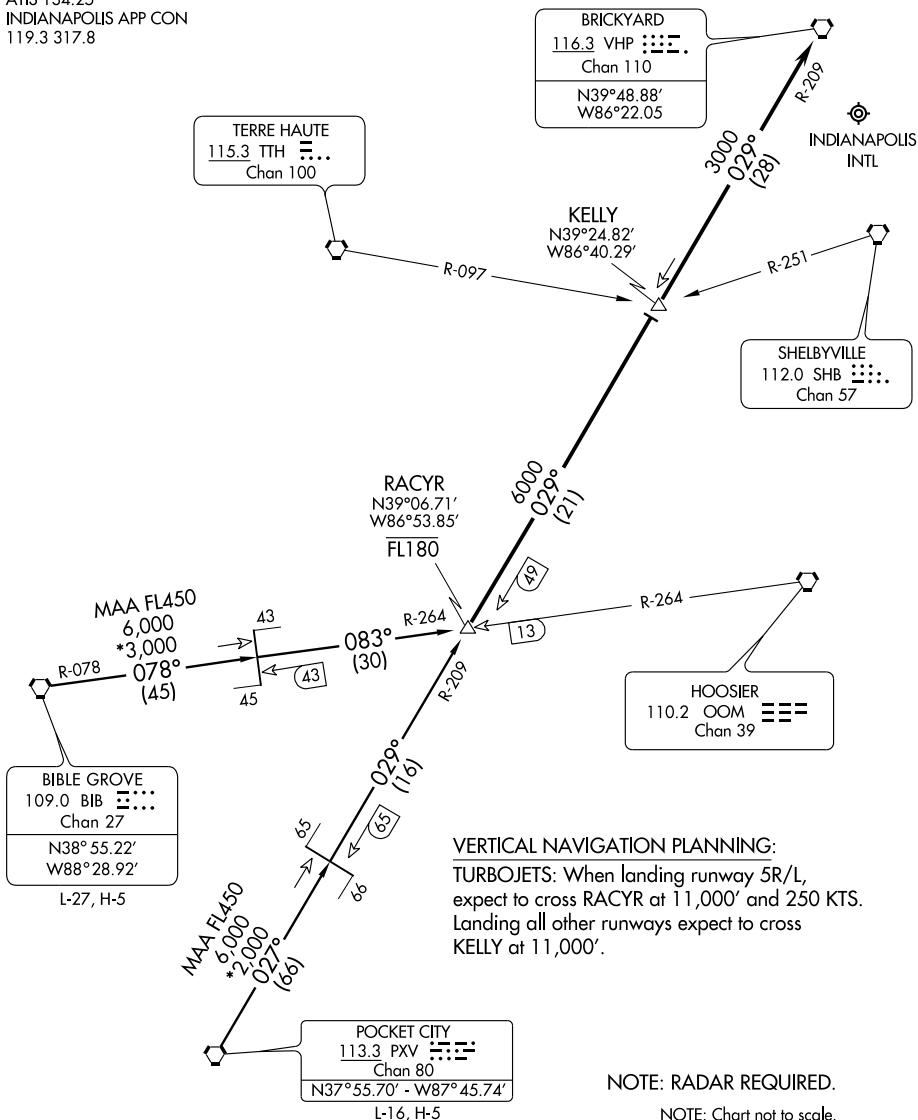
TAKE-OFF RWY 5R: Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

RACYR ONE ARRIVAL

INDIANAPOLIS, INDIANA

ATIS 134.25
INDIANAPOLIS APP CON
119.3 317.8



BIBLE GROVE TRANSITION (BIB.RACYR1): From over BIB VORTAC via BIB R-078/ OOM R-264 to RACYR INT. Thence....



POCKET CITY TRANSITION (PXV.RACYR1): From over PXV VORTAC via PXV R-027/ VHP R-209 to RACYR INT. Thence....

....From over RACYR INT, via VHP R-209 (MEA 6000) to KELLY INT, thence via VHP R-209 (MEA 3000) to VHP VORTAC. Expect radar vectors to final approach course.

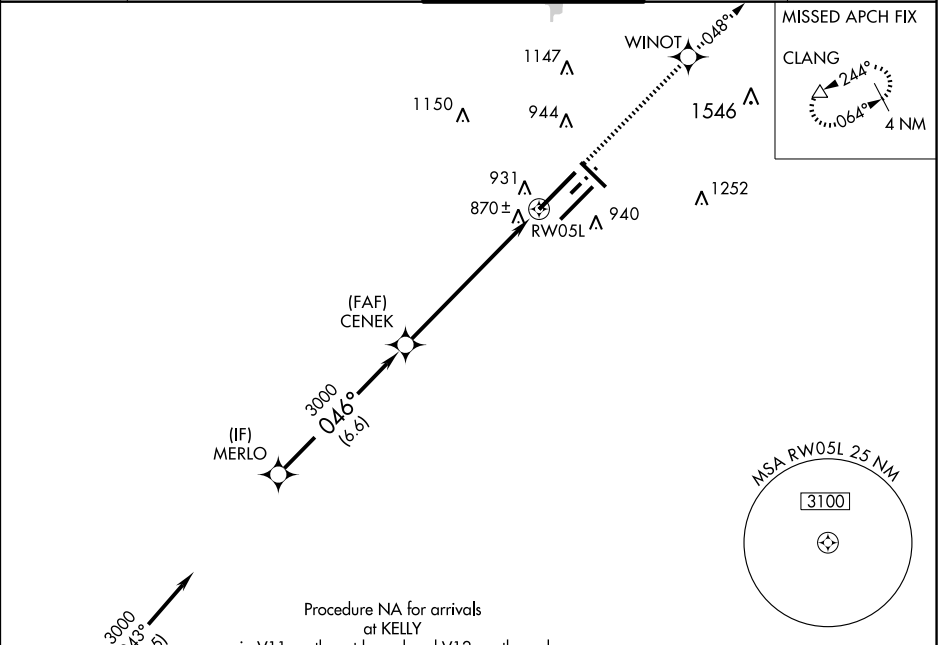
WAAS CH 45706 W05A	APP CRS 046°	Rwy Idg 11200 TDZE 748 Apt Elev 797
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RNAV (GPS) Y RWY 5L

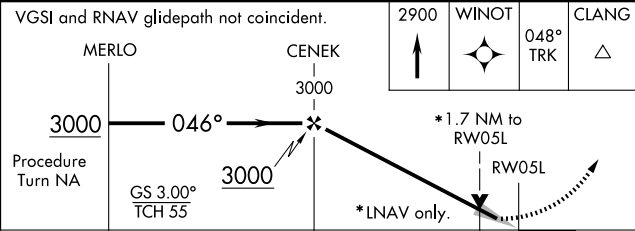
INDIANAPOLIS INTL (IND)

 For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	ALSF-2 	MISSED APPROACH: Climb to 2900 direct WINOT and via 048° track to CLANG and hold.
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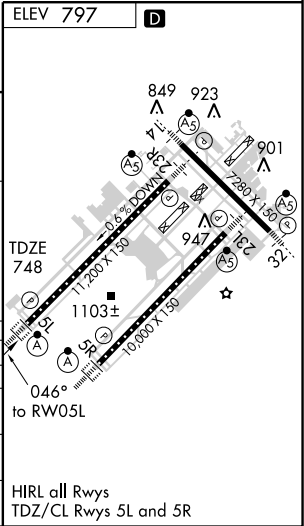
ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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VGSI and RNAV glidepath not coincident.	2900	WINOT	048° TRK	CLANG
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CATEGORY	A	B	C	D
LPV DA		1104/40	356 (400-¾)	
LNAV/VNAV DA		1283-1½	535 (500-1½)	
LNAV MDA	1360/24	612 (600-½)	1360/60 612 (600-1¼)	1360-1½ 612 (600-1½)
CIRCLING	1420-1	623 (700-1)	1420-1¼ 623 (700-¾)	1420-2 623 (700-2)

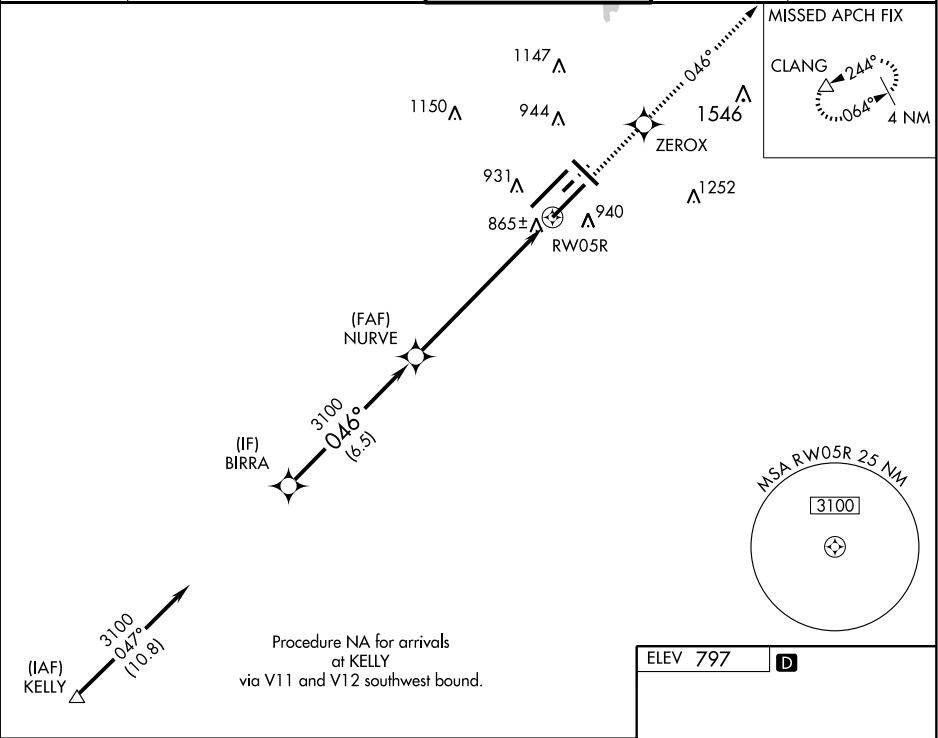


WAAS CH 50306 W05B	APP CRS 046°	Rwy Idg TDZE Apt Elev	10000 791 797
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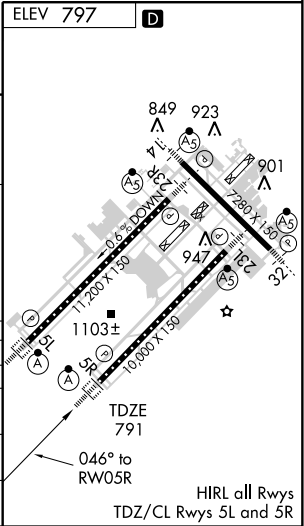
RNAV (GPS) Y RWY 5R
INDIANAPOLIS INTL (IND)

▼ For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	ALSF-2 	MISSED APPROACH: Climb to 2900 direct ZEROX and via 046° track to CLANG and hold.
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ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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VGSI and RNAV glidepath not coincident.				
* 1.7 NM to RW05R				
* LNAV only.				
Procedure Turn NA				
GS 3.00° TCH 50				
6.5 NM 5.3 NM 1.7				
CATEGORY	A	B	C	D
LPV DA	1137/40 346 (400-¾)			
LNAV/VNAV DA	1220/50 429 (500-1)			
LNAV MDA	1400/24 609 (700-½)		1400/60 609 (700-¼)	1400-1½ 609 (700-½)
CIRCLING	1420-1 623 (700-1)		1420-1¼ 623 (700-¾)	1420-2 623 (700-2)



WAAS

CH 42602

W14A

APP CRS

137°

Rwy Idg

7280

TDZE

796

Apt Elev

797

For inoperative MALS, increase LNAV Cat D visibility to RVR 6000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH:

Climb to 2700 direct TEKNE and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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Procedure NA for arrivals at ADVAY via V24-128-399 northwest bound.

Altitudes: 1866, 1546, 1875, 1252, 940, 931, 858±, 944, 970±, 1147, 1150.

Waypoints: (IAF) ADVAY, (IF) WOREL, (FAF) JERNO, RWY14.

Distances: 2500 (14.2), 2500 (6.1), 1.1.

MSA RW14 25 NM 3100

TEKNE 137° 5 NM

WOREL

JERNO

2500

136°

2500

137°

*1.1 NM to RW14

RW14

*LNAV only

6.1 NM

4 NM

1.1

VGSI and RNAV glidepath not coincident.

2700

TEKNE

CATEGORY	A	B	C	D
LPV DA	1046/24		250 (300-½)	
LNAV/VNAV DA	1230/50		434 (500-1)	
LNAV MDA	1220/24	424 (500-½)	1220/40 424 (500-¾)	1220/50 424 (500-1)
CIRCLING	1420-1	623 (700-1)	1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

ELEV 797

D

137° to RW14

849

923

901

7280 X 150

947

231

321

1103±

11200 X 150

10,000 X 150

TDZE 796

0.6% DOWN

TEKNE

HIRL all Rws

TDZ/CL Rws 5L and 5R

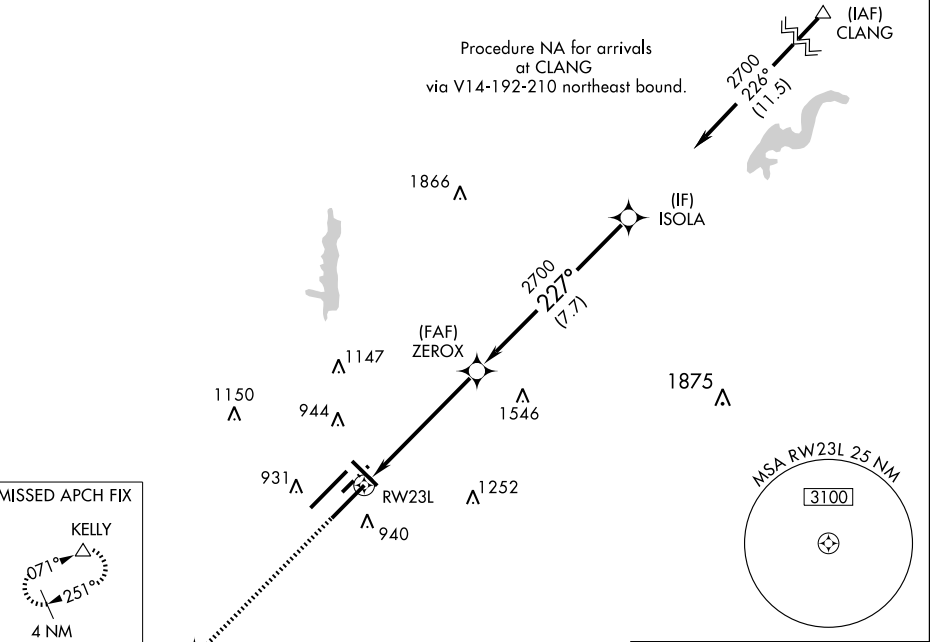
EC-2: 17 DEC 2009 to 14 JAN 2010

WAAS CH 86406 W23A	APP CRS 227°	Rwy Idg TDZE Apt Elev	10000 790 797
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RNAV (GPS) Y RWY 23L
INDIANAPOLIS INTL (IND)

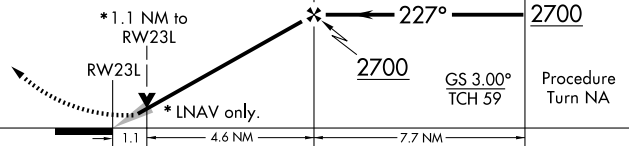
▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	MALS A5 ---	MISSED APPROACH: Climb to 3100 direct NURVE and via 227° track to KELLY and hold.
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ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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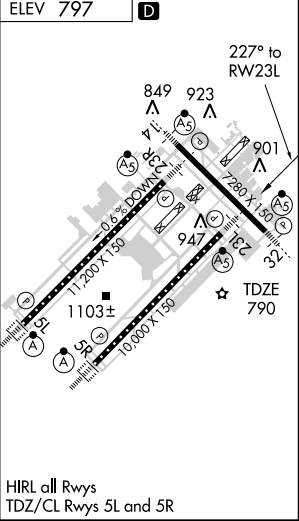



3100	NURVE	KELLY
↑	✧	△

VGSI and RNAV glidepath not coincident.		
ZERO	ISOLA	
2700	2700	




CATEGORY	A	B	C	D
LPV DA	1093/24 303 (300-½)			
LNAV/VNAV DA	1203/50 413 (500-1)			
LNAV MDA	1220/24 430 (500-½)	1220/40 430 (500-¾)	1220/50 430 (500-1)	
CIRCLING	1420-1 623 (700-1)	1420-1¼ 623 (700-1¼)	1420-2 623 (700-2)	



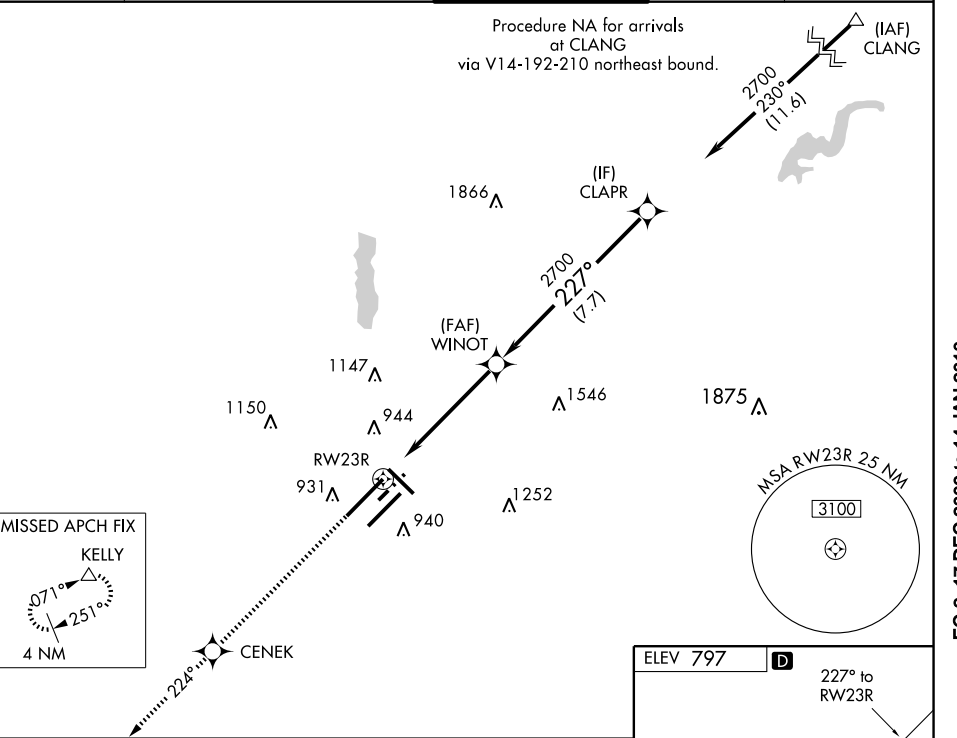
 For inoperative MALS R, increase LPV all Cats visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALS R

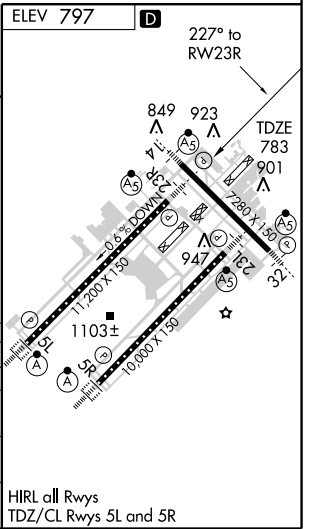


MISSED APPROACH: Climb to 3100 direct CENEK and via 224° track to KELLY and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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3100	CENEK	TRK 224°	KELLY	WINOT 2700	CLAPR 2700
*1.2 NM to RW23R		*LNAV only.			
RW23R		VGS and RNAV glidepath not coincident.			
1.2		4.6 NM		7.7 NM	
CATEGORY	A	B	C	D	
LPV DA	1172/40 389 (400-¾)				
LNAV/VNAV DA	1242/50 459 (500-1)				
LNAV MDA	1220/24 437 (500-½)	1220/40 437 (500-¾)	1220/50 437 (500-1)		
CIRCLING	1420-1 623 (700-1)	1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)		



EC-2, 17 DEC 2009 to 14 JAN 2010

MISSED APPROACH:
Climb to 2500 direct
WOREL and hold.

WOREL 5 NM 136° 316°

MSA RW32 25 NM 3100

ELEV 797 D

849 923

ROSES 2700 068° (10.6)

JOMAR (FAF) 2700 317° (6)

TEKNE (IF/IAF) 2700 NoPT 319° (4.2)

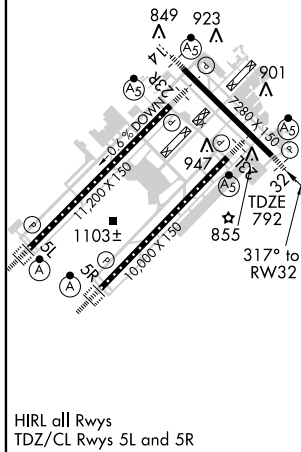
CARRF (IAF) 2700 NoPT 317° (5.7)

HEVAV (IAF) 2700 NoPT 264° (5.7)

Procedure NA for arrivals at CARRF via V128 southeast bound.

Waypoints and Altitudes: 1150, 931, 1147, 944, 841 ±, 940, 1252, 928, 1866, 1546, 1875, 1150, 931, 1147, 944, 841 ±, 940, 1252, 928, 1866, 1546, 1875

ELEV 797	D
849 923	



2500 WOREL

JOMAR TEKNE

5 NM Holding Pattern

137° 2700

317° 2700

* 1 NM to RW32

RW32

* LNAV only

1 NM 4.7 NM 6 NM

GS 3.00° TCH 53

VGS and RNAV glidepath not coincident.

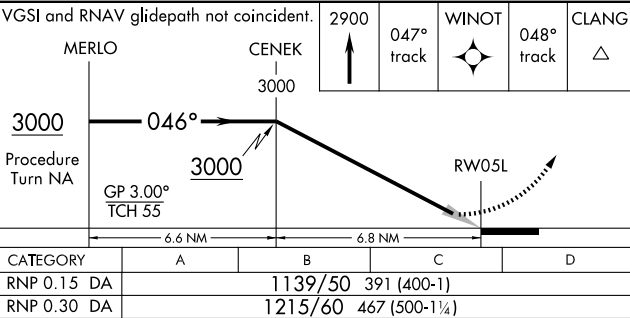
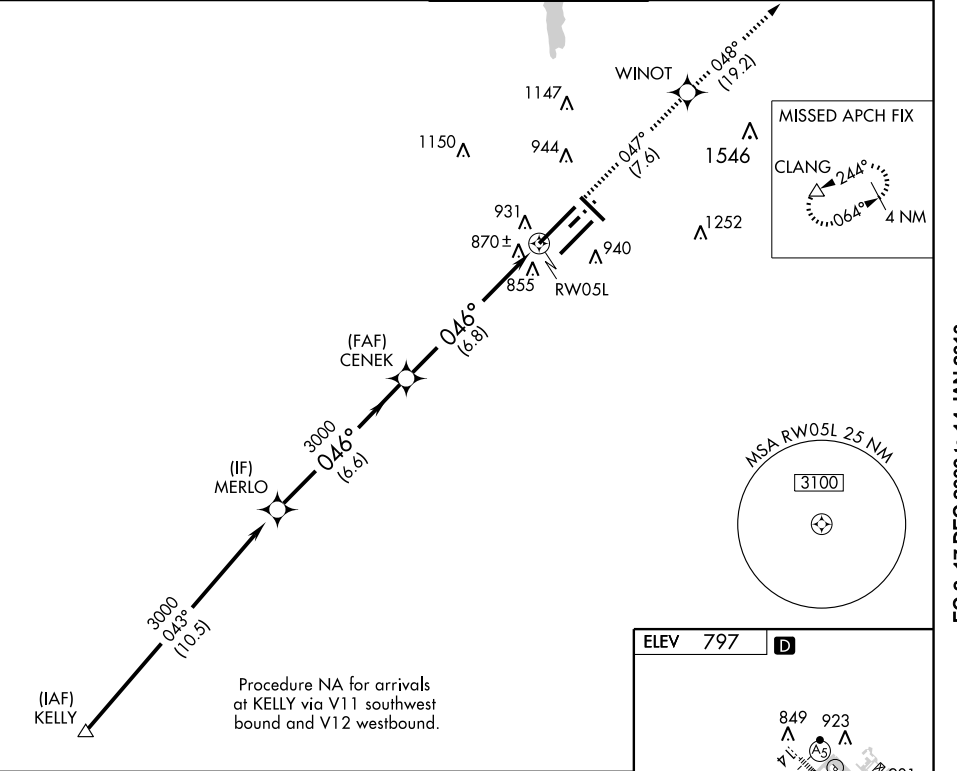
CATEGORY	A	B	C	D
LPV DA	1042/24	250 (300-½)		
LNAV/VNAV DA	1275/60	483 (500-1¼)		
LNAV MDA	1180/24	388 (400-½)		1180/50 388 (400-1)
CIRCLING	1420-1 623 (700-1)	1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)	

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1¾ mile.

ALSF-2

MISSED APPROACH: Climb to 2900 via 047° track to WINOT and 048° track to CLANG and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED

HIREL all Rwy's
TDZ/CL Rwy's 5L and 5R

APP CRS 046°	Rwy Idg TDZE Apt Elev	10000 791 797
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RNAV (RNP) Z RWY 5R
INDIANAPOLIS INTL (IND)

T GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F).
A NA For inoperative ALSF, increase RNP 0.30 and RNP 0.19 visibility to 1½ mile. Visibility reduction by helicopters NA.

ALSF-2



MISSED APPROACH: Climb to 2900 via 047° track to ZEROX and 046° track to CLANG and hold.

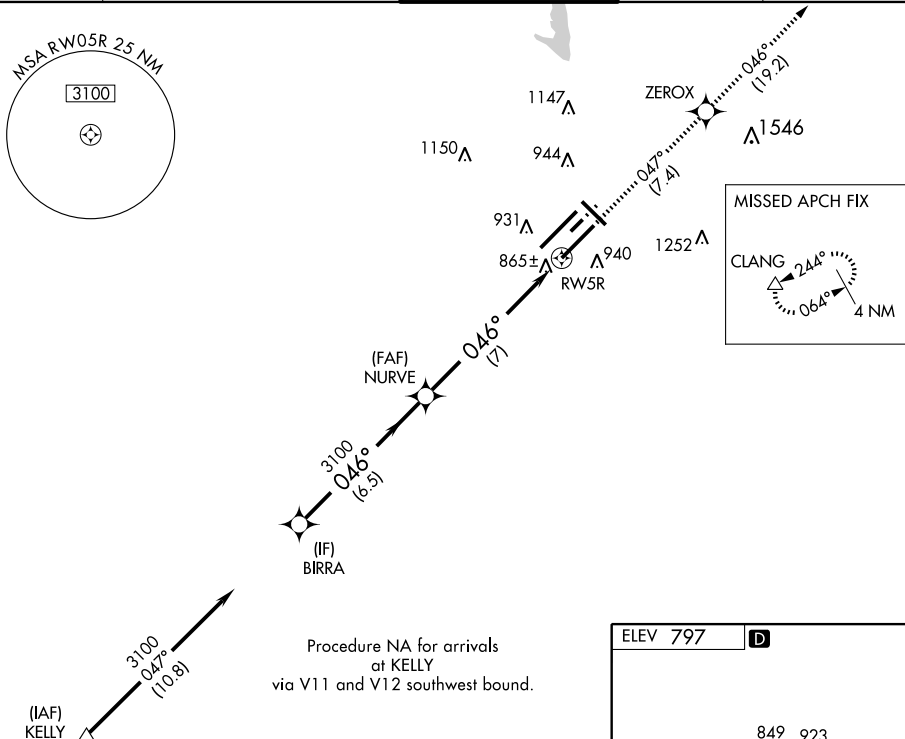
ATIS
134.25

INDIANAPOLIS APP CON
119.3 317.8

INDY TOWER
120.9 257.8

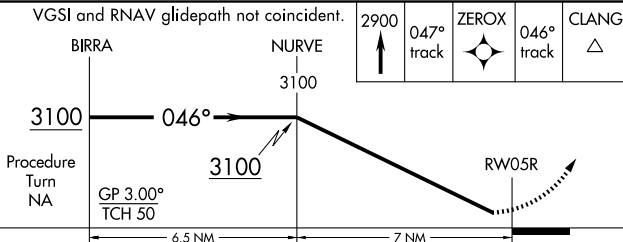
GND CON
121.9 257.8

CLNC DEL
128.75 257.8



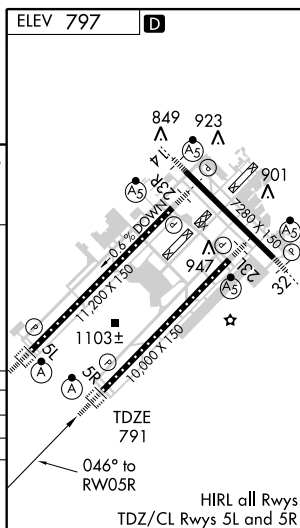
Procedure NA for arrivals
at KELLY
via V11 and V12 southwest bound.

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.19 DA		1190/50	399 (400-1)	
RNP 0.30 DA		1219/50	428 (500-1)	

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSRS, increase RNP 0.22 visibility to RVR 5000 and RNP 0.30 visibility to RVR 6000.

NA

MALSRS

MISSED APPROACH: Climb to 2700 via 137° track to TEKNE and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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CATEGORY	A	B	C	D
RNP 0.22 DA		1093/24	297 (300-½)	
RNP 0.30 DA		1172/40	376 (400-¾)	

CATEGORY	A	B	C	D
RNP 0.22 DA		1093/24	297 (300-½)	
RNP 0.30 DA		1172/40	376 (400-¾)	

137° to RWY 14

137° heading

317° heading

137° track to RWY 14

137° heading to RWY 14

EC-2, 17 DEC 2009 to 14 JAN 2010

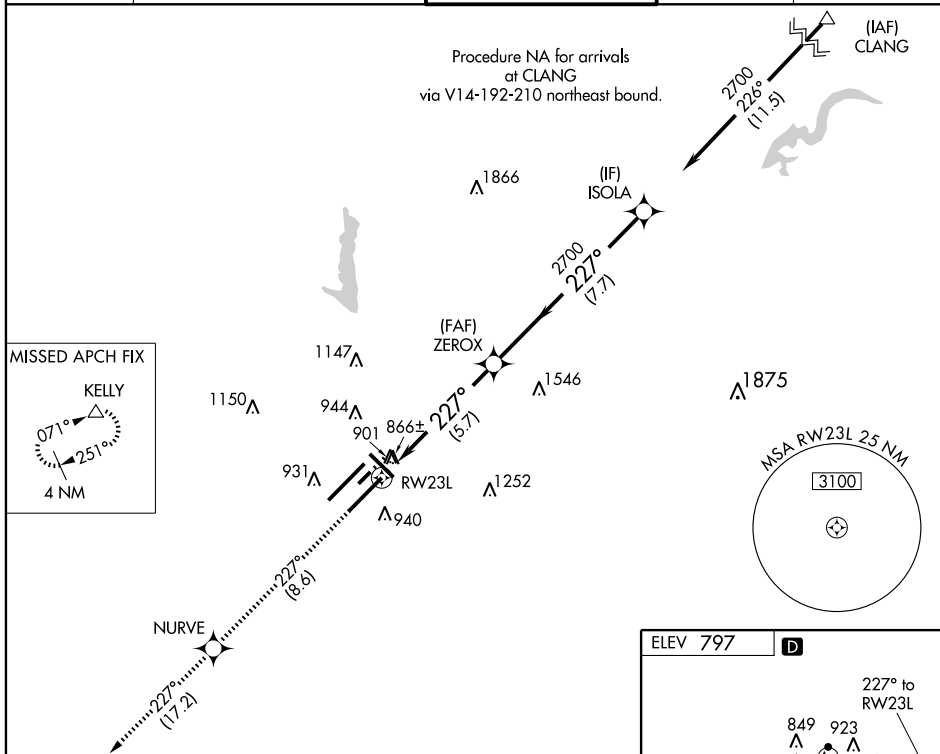
RNAV (RNP) Z RWY 23L

INDIANAPOLIS INTL (IND)

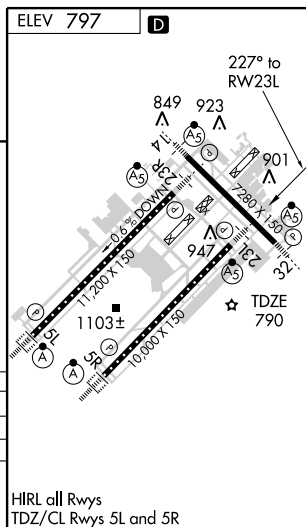
APP CRS	Rwy Idg	10000
227°	TDZE	790
	Apt Elev	797

<p>GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 and RNP 0.25 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3100 via 227° track to NURVE and 227° track to KELLY and hold.</p>
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ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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3100	227° track	NURVE	227° track	KELLY	VGSI and RNAV glidepath not coincident.
					ZEROX 2700
					ISOLA 2700
					GP 3.00° TCH 59
					Procedure Turn NA
					5.7 NM
					7.7 NM
CATEGORY	A	B	C	D	
RNP 0.25 DA		1168/40	378 (400-34)		
RNP 0.30 DA		1182/50	392 (400-1)		



SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 3100 via 227° track to CENEK and via 224° track to KELLY and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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Procedure NA for arrivals at CLANG via V14-192-210 northeast bound.

Obstacles: 1866, 1147, 1150, 944, 931, 923, 940, 1252, 1546, 1875.

MSA RW23R 25 NM: 3100 MSL

MISSED APCH FIX: KELLY, 4 NM, 251° track, 071° turn.

3100	227° track	CENEK	224° track	KELLY	WINOT	CLAPR
↑					2700	2700
				RW23R		Procedure Turn NA GP 3.00° TCH 55
		5.8 NM		7.7 NM		
CATEGORY	A	B	C	D		
RNP 0.30 DA	1220/50 437 (500-1)					
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED						

ELEV 797 D

227° to RW23R

Obstacles: 849, 923, 901, 947, 1103±, 11,200 X 150, 10,800 X 150.

TDZE 783

GP 3.00°

TCH 55

HIRL all Rwy's
TDZ/CL Rwy's 5L and 5R

EC-2, 17 DEC 2009 to 14 JAN 2010

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.19 visibility to RVR 5000 and RNP 0.30 visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2500 via 317° track to WOREL and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER 120.9 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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ELEV 797 **D**

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

2500

317° track

WOREL

Procedure NA for arrivals at CARRF via V128 southeast bound.

VGSI and RNAV glidepath not coincident.

JOMAR 2700

TEKNE 2700

Procedure Turn NA

GP 3.00° TCH 53

CATEGORY	A	B	C	D
RNP 0.19 DA	1090/24 298 (300-½)			
RNP 0.30 DA	1186/50 394 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

EC-2, 17 DEC 2009 to 14 JAN 2010

(ROCKY4.ROCKY) 09351 **ROCKY FOUR DEPARTURE**

SL-203 (FAA)

INDIANAPOLIS INTL (IND)
 INDIANAPOLIS, INDIANA

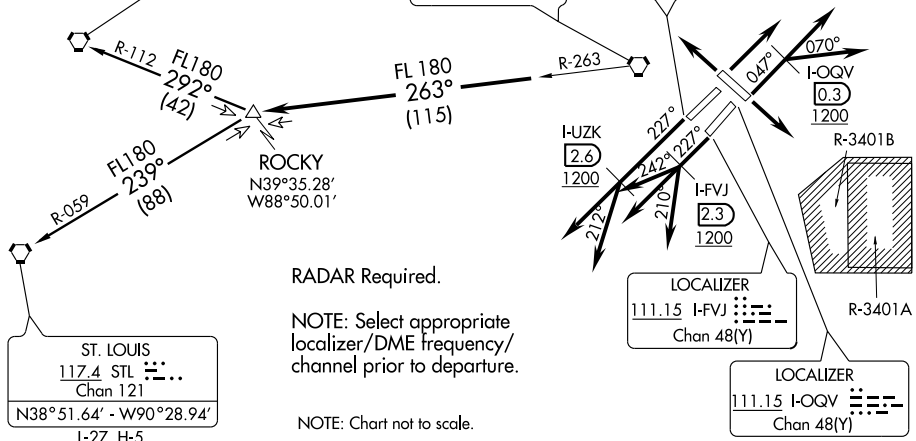
ATIS 134.25
 CLNC DEL
 128.75 257.8
 GND CON
 121.8 257.8 (23R/5L)
 121.9 257.8 (23L/5R)
 INDY TOWER
 120.9 257.8
 INDIANAPOLIS DEP CON
 124.95 317.8 (048 CW 227)
 119.05 317.8 (228 CW 047)

SPINNER
 112.7 SPI
 Chan 74
 N39°50.38' - W89°40.66'
 L-27, H-5

TAKE-OFF MINIMUMS: Rwy 5R,
 5L, 14, 23R, 23L, 32 STANDARD.

BRICKYARD
 116.3 VHP
 Chan 110

LOCALIZER
 111.75 I-UZK
 Chan 54(Y)



RADAR Required.

NOTE: Select appropriate
 localizer/DME frequency/
 channel prior to departure.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

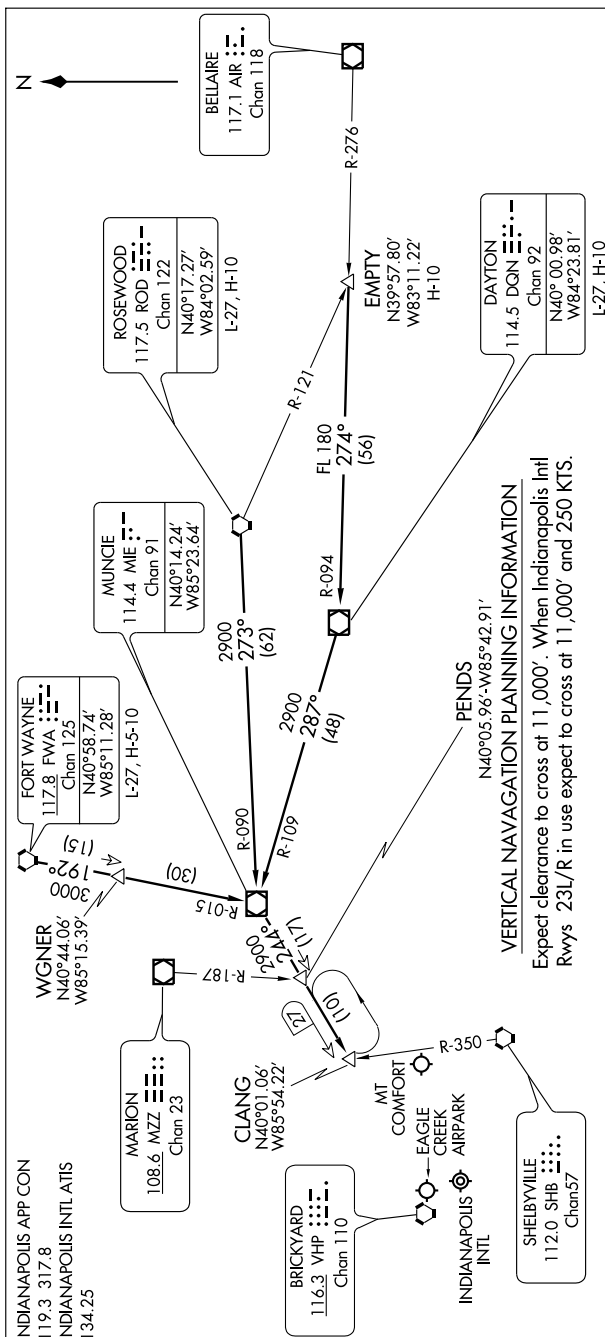
TAKE-OFF ALL RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY4.SPI): From over ROCKY INT via SPI R-112 to SPI VORTAC.
ST. LOUIS TRANSITION (ROCKY4.STL): From over ROCKY INT via STL R-059 to STL VORTAC.

EC-2, 17 DEC 2009 to 14 JAN 2010

CLANG FIVE ARRIVAL

INDIANAPOLIS, INDIANA



NOTE: Chart not to scale.

▼

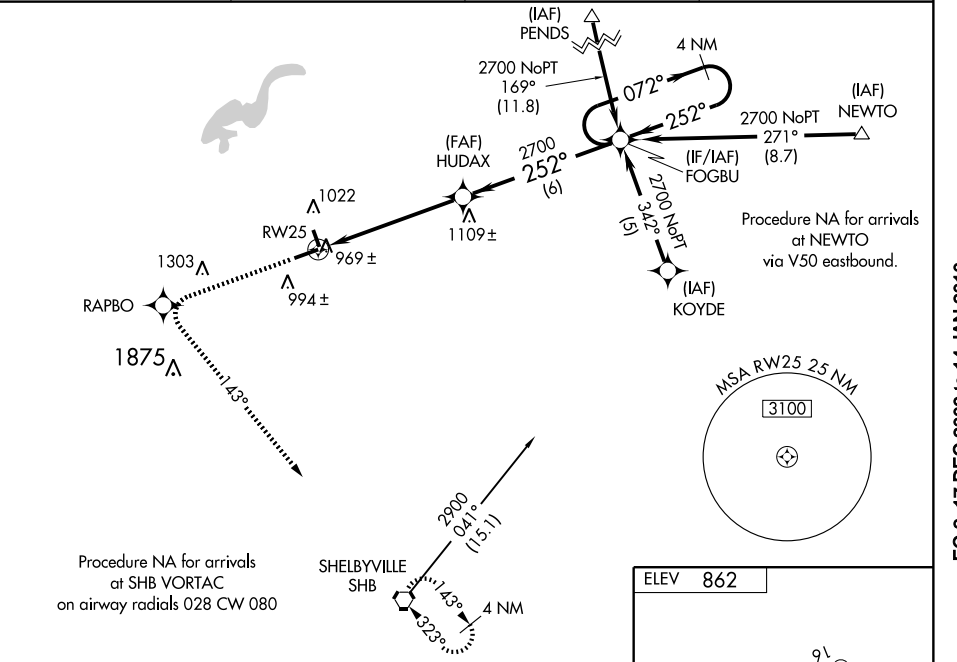
▲ NA

For inoperative MALS, increase LNAV Cat A/B/C visibility to 1 mile and Cat D to 1 1/4 mile. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase all visibilities 1/2 mile. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. When using Indianapolis Intl altimeter setting inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

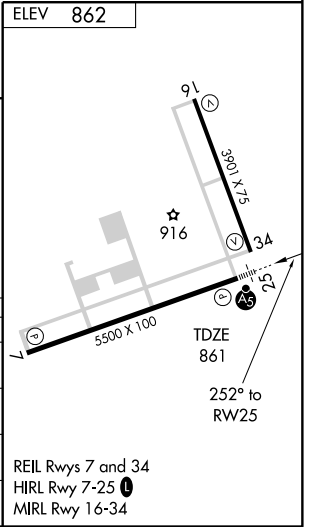
MALS

MISSED APPROACH:
Climb to 2900 direct
RAPBO and via 143°
track to SHB VORTAC
and hold.

AWOS-3 124.175	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 119.25	UNICOM 122.7 (CTAF) 0
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2900	RAPBO	TRK 143°	SHB	HUDAX	FOGBU	4 NM Holding Pattern
*1 NM to RWY25						
*LNAV only						
1 NM 4.5 NM 6 NM						
CATEGORY	A	B	C	D		
LPV DA	1161-3/4 300 (300-3/4)					
LNAV/VNAV DA	1260-1 399 (400-1)					
LNAV MDA	1220-3/4 359 (400-3/4)				1220-1 359 (400-1)	
CIRCLING	1340-1 478 (500-1)		1340-1 1/2 478 (500-1 1/2)		1420-2 558 (600-2)	



APP CRS	Rwy Idg	3901
342°	TDZE	858
	Apt Elev	862

RNAV (GPS) RWY 34

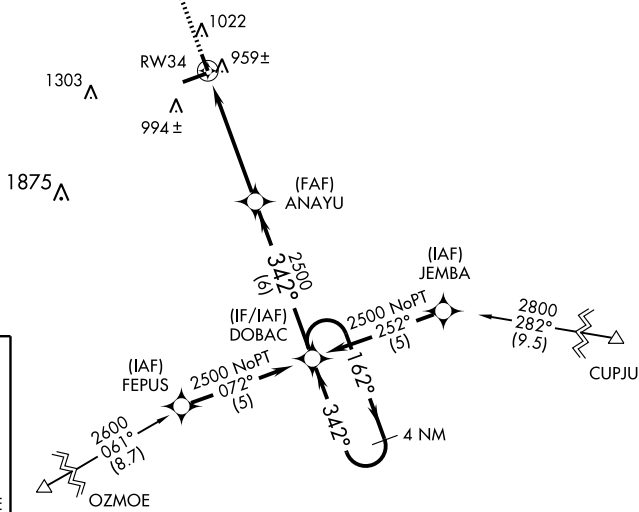
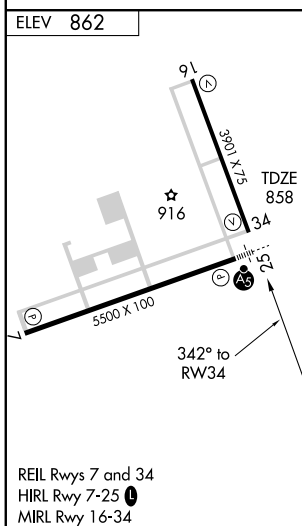
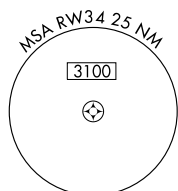
INDIANAPOLIS/MOUNT COMFORT (MQJ)

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis altimeter setting.

MISSED APPROACH: Climb to 2500 direct AYAGO and hold.

AWOS-3
124.175

INDIANAPOLIS APP CON
127.15 317.8

CLNC DEL
119.25UNICOM
122.7 (CTAF) **L**

2500 ↑	AYAGO ✦	ANAYU		DOBAC	4 NM Holding Pattern
		<p>162° → 2500</p> <p>← 342°</p>			
CATEGORY	A	B	C	D	
RNAV MDA	1220-1 362 (400-1)			1220-1½ 362 (400-1½)	
CIRCLING	1340-1 478 (500-1)	1340-1½ 478 (500-1½)		1420-2 558 (600-2)	

VORTAC SHB

112.0

Chan 57

APP CRS

346°

Rwy Idg

3901

TDZE

858

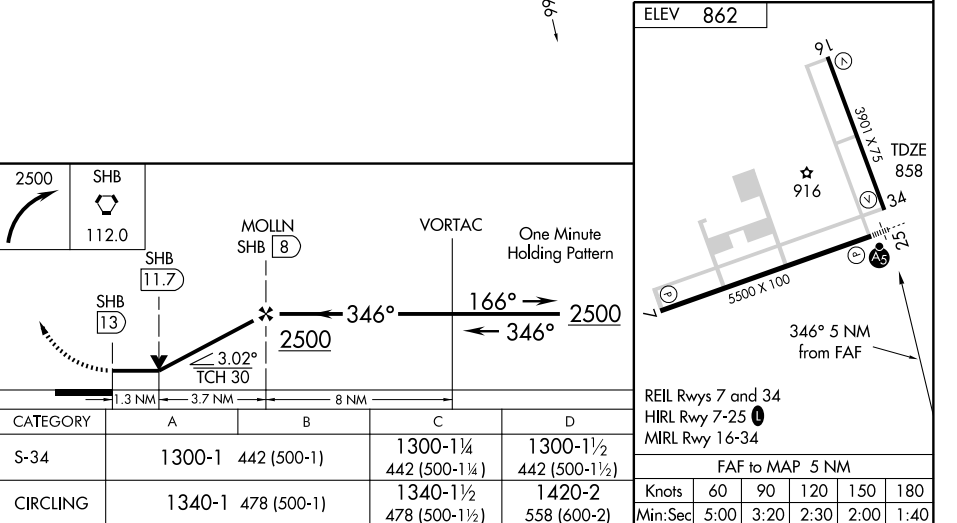
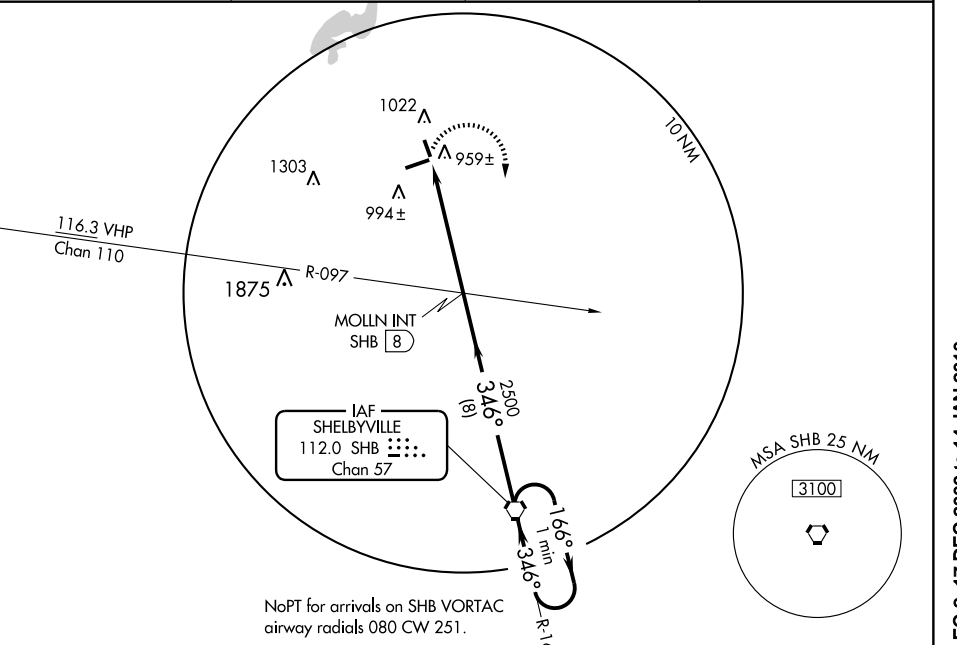
Apt Elev

862

When local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA 60 feet, increase S-34 Cat C visibility ¼ mile.
VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct SHB VORTAC and hold.

AWOS-3 124.175	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 119.25	UNICOM 122.7 (CTAF) 0
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LOC I-TYQ	APP CRS	Rwy Idg	5500
111.3	002°	TDZE	922
		Apt Elev	922

ILS or LOC RWY 36

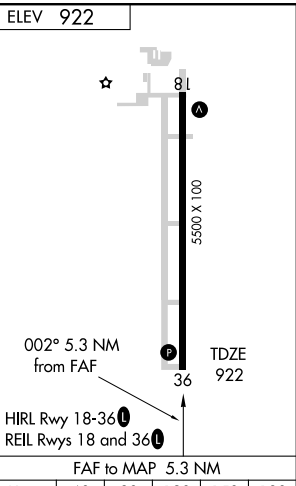
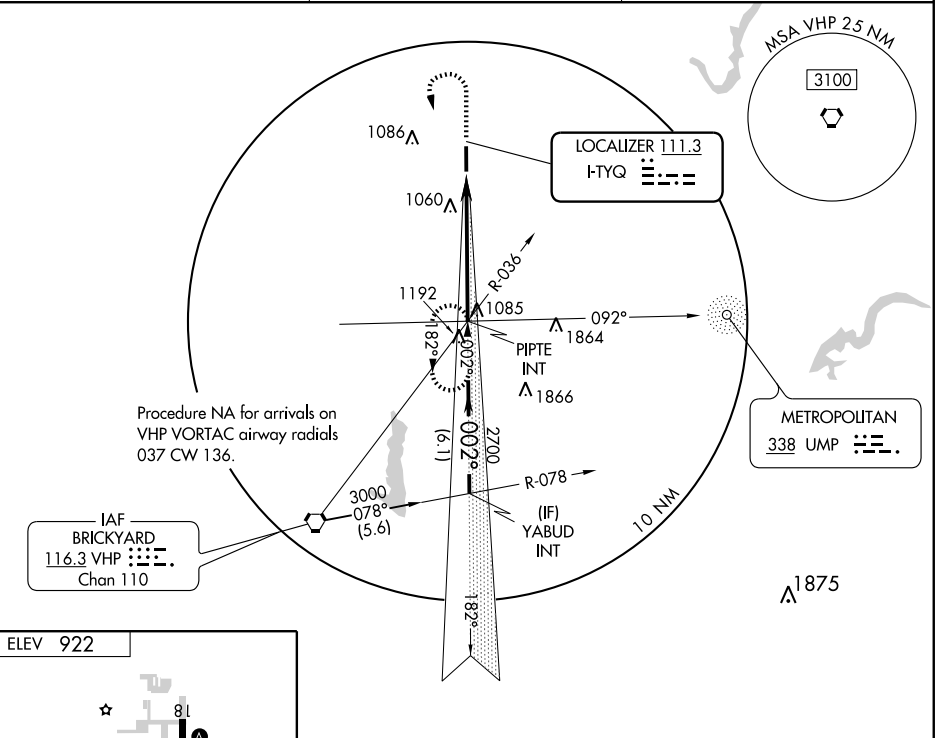
INDIANAPOLIS EXECUTIVE (TYQ)

ADF Required. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 61 feet and all S-ILS visibilities ¼ mile, increase all MDA 80 feet, and S-LOC Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 via heading 160° to I-TYQ LOC south course to PIPTÉ INT and hold.

AWOS-3 120.725	INDIANAPOLIS APP CON 124.65 127.15 317.8	UNICOM 123.05 (CTAF) 0
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2200	3000	LOC south course	PIPTÉ INT	VGSI and ILS glidepath not coincident.	Procedure Turn NA
↑	HDG 160°				
				PIPTÉ INT	YABUD INT
				002°	3000
				2700	GS 3.00° TCH 53
	5.3 NM		6.1 NM		
CATEGORY	A	B	C	D	
S-ILS 36	1122-3/4 200 (200-3/4)				
S-LOC 36	1340-1	418 (500-1)	1340-1 1/4	418 (400-1 1/4)	
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1 1/2 458 (500-1 1/2)	1480-2 558 (600-2)	

APP CRS	Rwy Idg	5500
182°	TDZE	922
	Apt Elev	922

RNAV (GPS) RWY 18

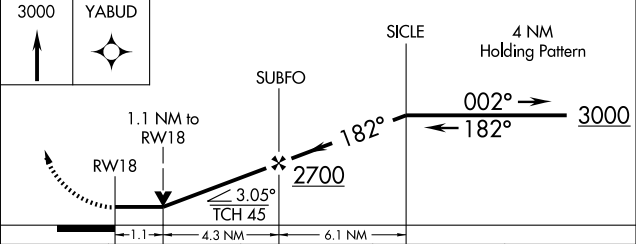
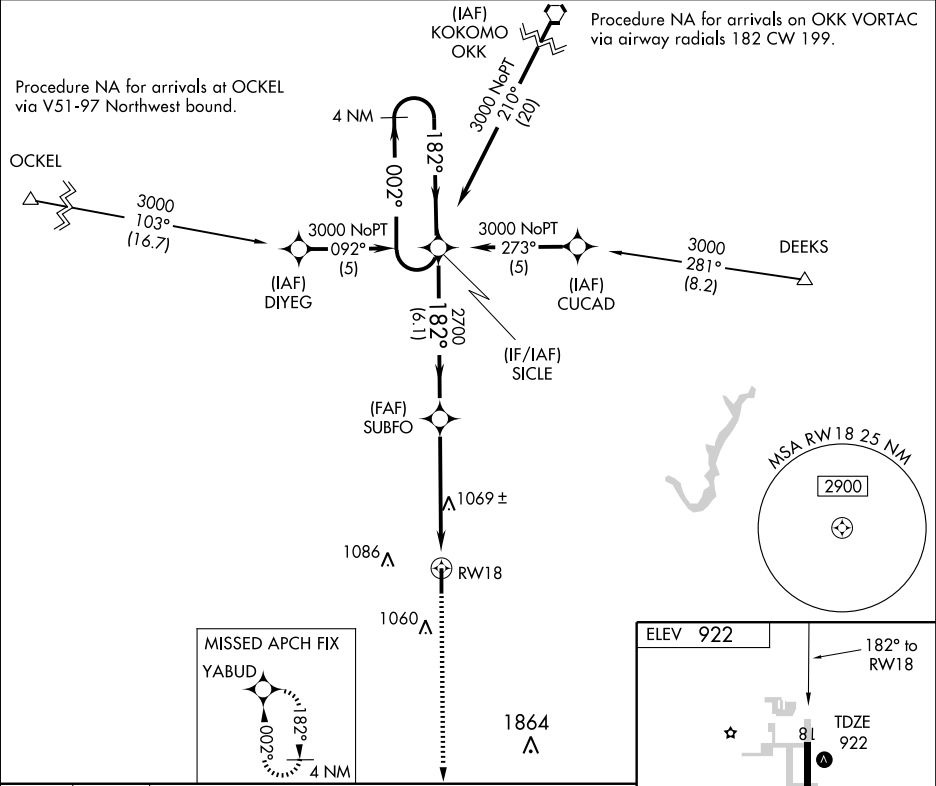
INDIANAPOLIS EXECUTIVE (TYQ)

NA

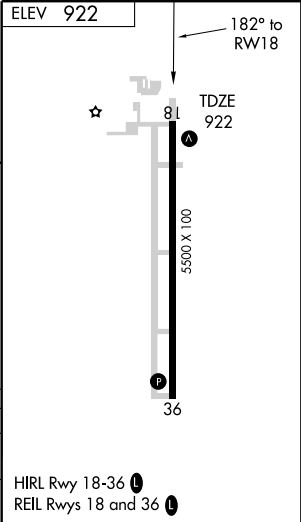
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct YABUD and hold.

AWOS-3 120.725	INDIANAPOLIS APP CON 124.65 127.15 317.8	UNICOM 123.05 (CTAF) 1
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CATEGORY	A	B	C	D
LNAV MDA	1320-1	398 (400-1)		1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)



HIRL Rwy 18-36 **1**
REIL Rwy 18 and 36 **1**

EC-2.17 DEC 2009 to 14 JAN 2010

WAAS CH 53599 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev 5500 922
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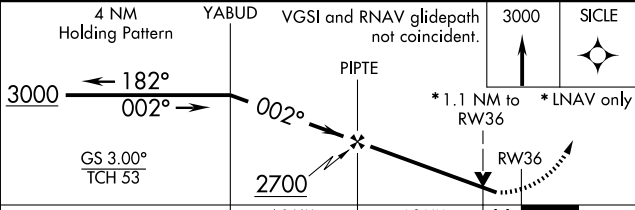
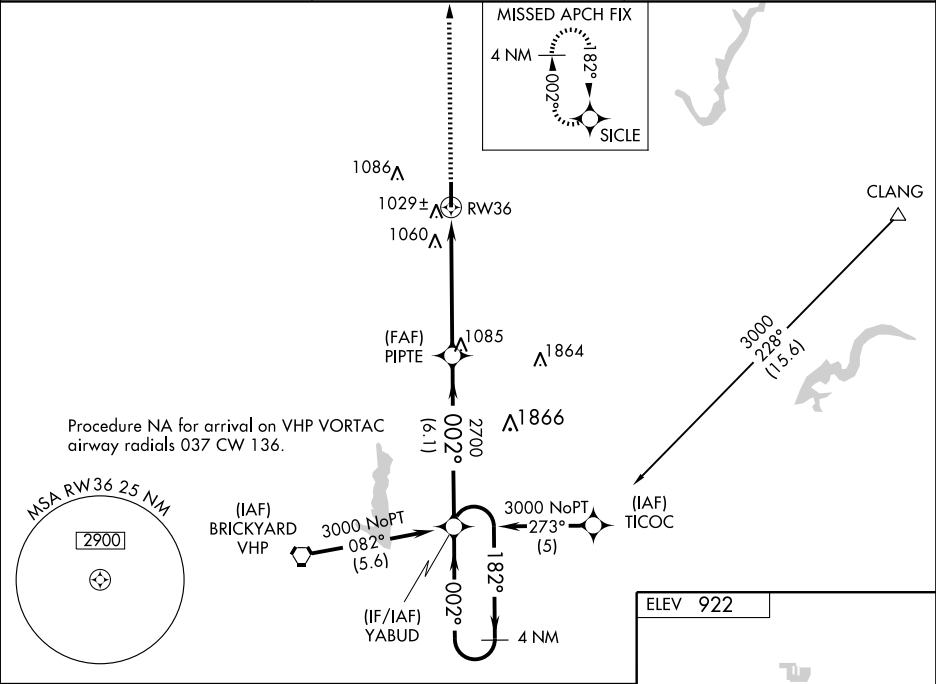
RNAV (GPS) RWY 36
INDIANAPOLIS EXECUTIVE (T'YQ)

▽
▲ NA

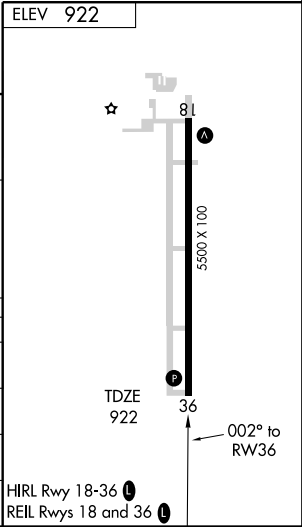
Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs 61 feet and all visibilities ¼ mile; increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
SICL and hold.

AWOS-3 120.725	INDIANAPOLIS APP CON 124.65 127.15 317.8	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1209-1	287 (300-1)		
LNAV/VNAV DA	1299-1¼	377 (400-1¼)		
LNAV MDA	1320-1	398 (400-1)		1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

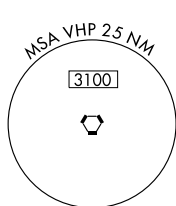


VOR/DME RWY 18
INDIANAPOLIS EXECUTIVE (TYQ)

MISSED APPROACH: Climb to 2700 direct VHP VORTAC and hold.

INDIANAPOLIS APP CON
124.65 127.15 317.8

UNICOM
123.05 (CTAF) **L**



Procedure NA for arrivals at
OKK VORTAC via V305 Northbound.

2700 NoPT
192° (15.4)

(IF)
YUKUL
VHP 29.8

IAF
KOKOMO
113.5 OKK
Chn 82

R-021

2700
2010
(10)

A diagram showing a line with a 246° angle and a 966° angle.

1169 ▲

 $1069 \pm \Delta$ 1086 Δ

1060

(IAF)
ZUTID
VHP 19.8

BRICKYARD
VHP 
116.3
Chan 110

BRICKYARD
116.3 VHP 
Chan 110

2700 to ZUTID Δ 1864
021° (19.8)

Δ 1866

ELEV 922

201° 5.4 NM

922

36 5500 X 100

2700

VHP

116.3

VHP
15.5

VHP
14.4

ZUTID
VHP 19.8

Remain
within 10 NM

$$\frac{\angle 3.0}{\text{TCH } 45}$$

CATEGORY	A	B	C	D
S-18	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 **L**
REIL Rwy 18 and 36 **L**

VORTAC VHP	APP CRS	Rwy Idg	5500
116.3	022°	TDZE	922
Chan 110		Apt Elev	922

VOR RWY 36

INDIANAPOLIS EXECUTIVE (TYQ)

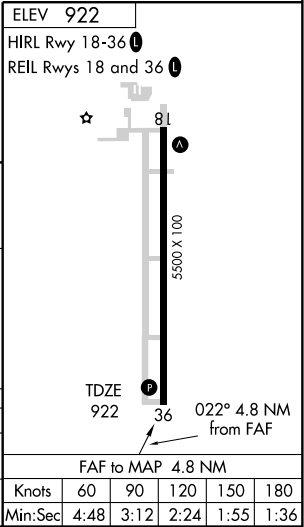
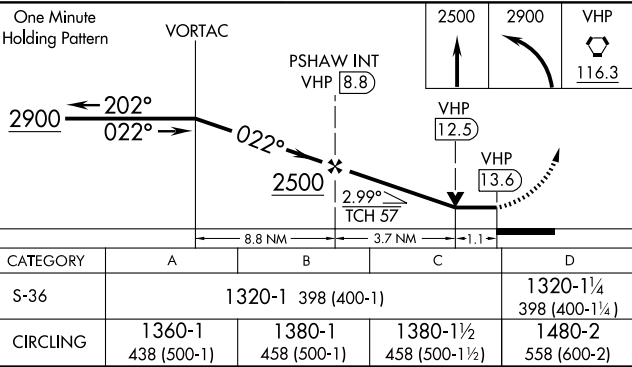
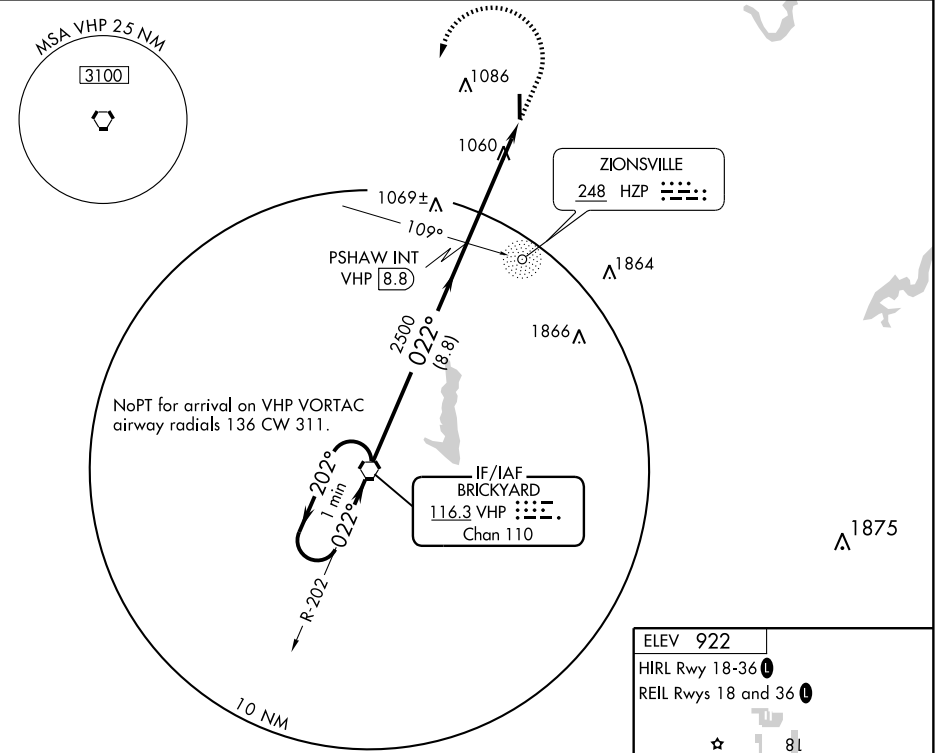
▼

▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-36 Cats C/D visibilities ¼ mile. VDP NA when using Indianapolis Intl altimeter setting. DME or ADF REQUIRED.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2900 direct VHP VORTAC and hold.

AWOS-3 120.725	INDIANAPOLIS APP CON 124.65 127.15 317.8	UNICOM 123.05 (CTAF) L
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NDB UMP	APP CRS	Rwy Idg	3850
<u>338</u>	161°	TDZE	805
		Apt Elev	811

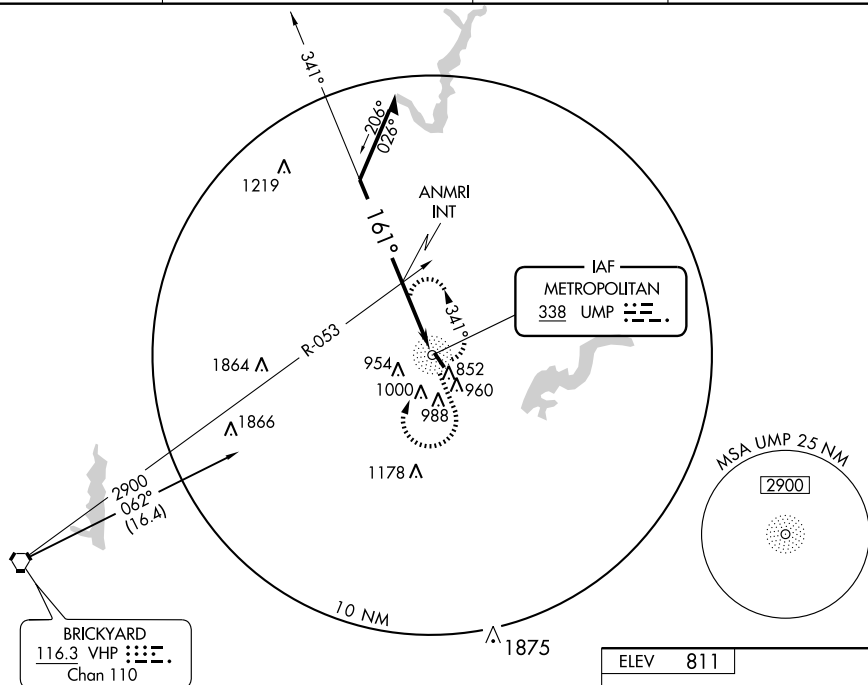
NDB RWY 15
INDIANAPOLIS METROPOLITAN (UMP)

T If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 60 feet.

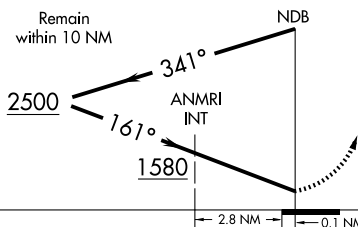
MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 direct UMP NDB and hold.

AWOS-3
338

INDIANAPOLIS APP CON
127.15 317.8

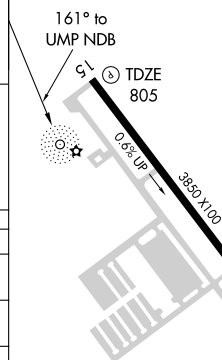
CLNC DEL
121.625UNICOM
123.0 (CTAF)

Remain
within 10 NM



CATEGORY	A	B	C	D
S-15	1580-1 775 (800-1)	1580-1¼ 775 (800-1¼)	1580-2¼ 775 (800-2¼)	NA
CIRCLING	1580-1 769 (800-1)	1580-1¼ 769 (800-1¼)	1580-2¼ 769 (800-2¼)	NA
ANMRI INT MINIMUMS				
S-15	1240-1 435 (500-1)		1240-1¼ 435 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

ELEV 811



MIRL Rwy 15-33

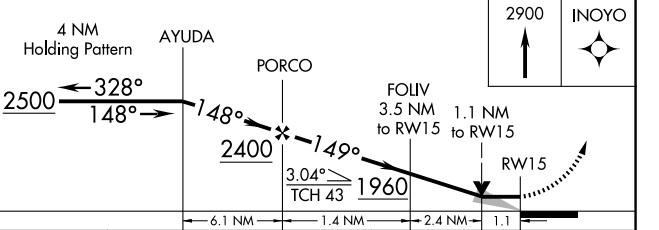
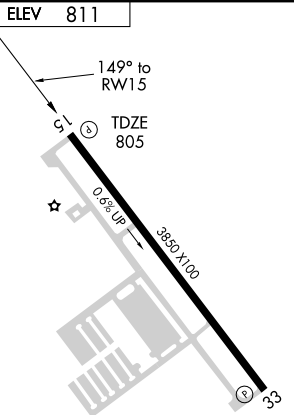
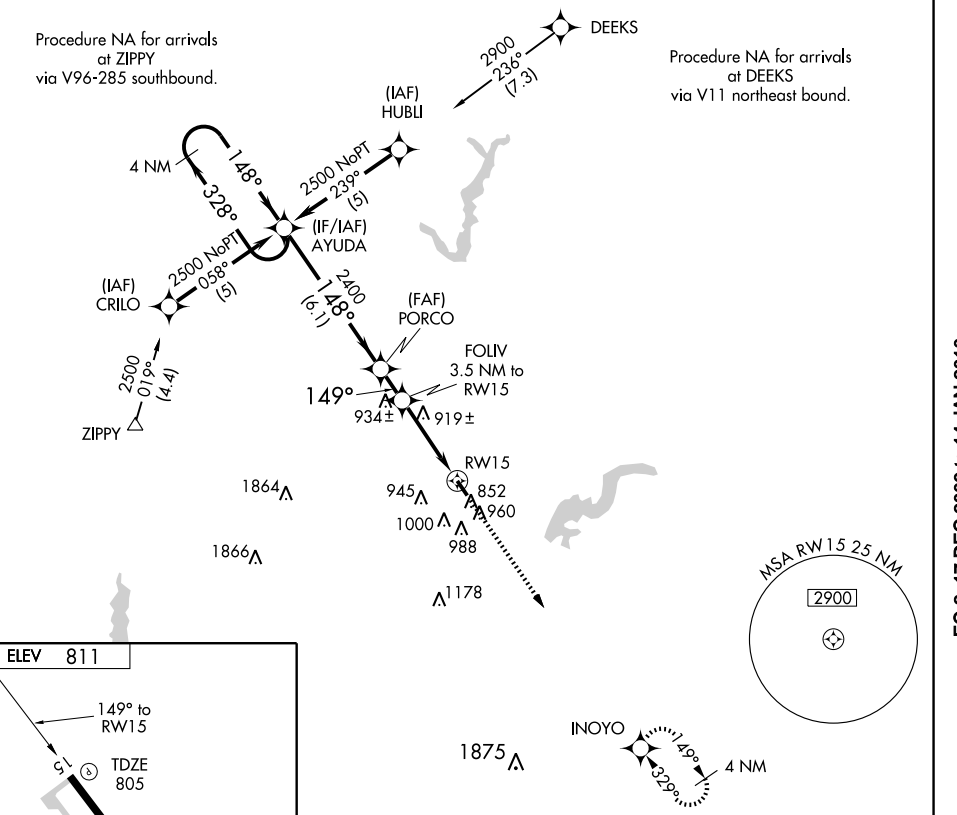
▼

▲ NA

DME/DME RNP-0.3 NA. VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting is not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2900 direct INOYO and hold.

AWOS-3 338	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 121.625	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1180-1 375 (400-1)			NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

MIRL Rwy 15-33
REIL Rwy 15 and 33

EC-2, 17 DEC 2009 to 14 JAN 2010

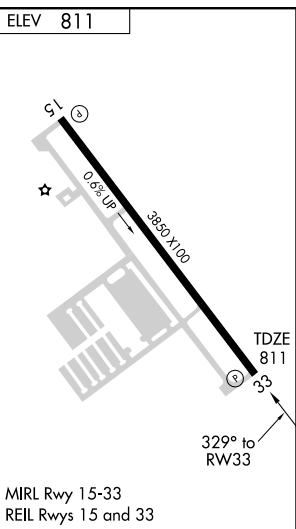
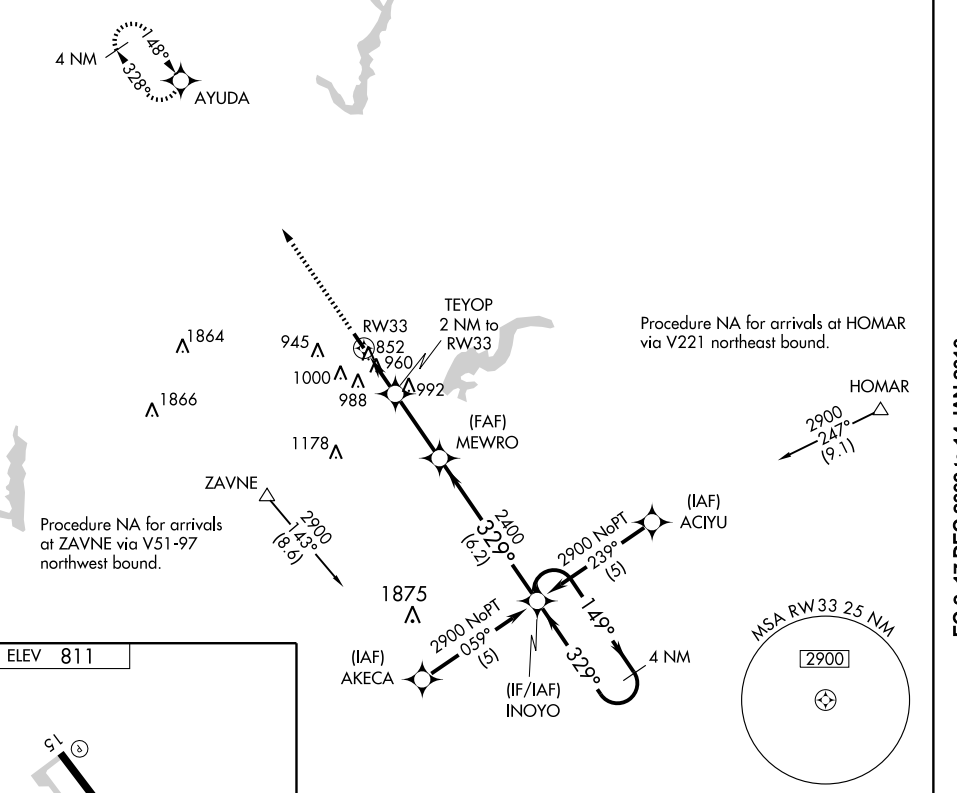
▼

▲ NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct AYUDA and hold.

AWOS-3 338	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 121.625	UNICOM 123.0 (CTAF)
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2500	AYUDA	TEYOP 2 NM to RW33	MEWRO	INOYO 4 NM Holding Pattern	4 NM
1.1 NM to RW33	0.9 NM	2.8 NM	6.2 NM	149° 2900	149° 2900
1480	3.04° TCH 40	329°	329°	2900	2900
VGSIs and descent angles not coincident.					
CATEGORY	A	B	C	D	
LNAV MDA	1260-1	449 (500-1)	1260-1½ 449 (500-1½)	NA	
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA	

EC-17 DEC 2009 to 14 JAN 2010

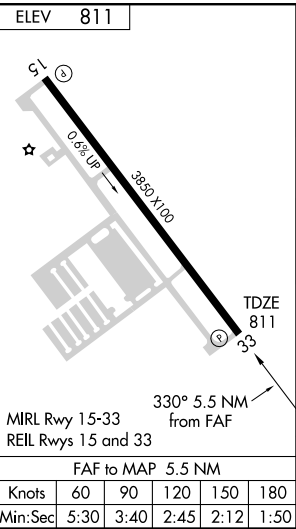
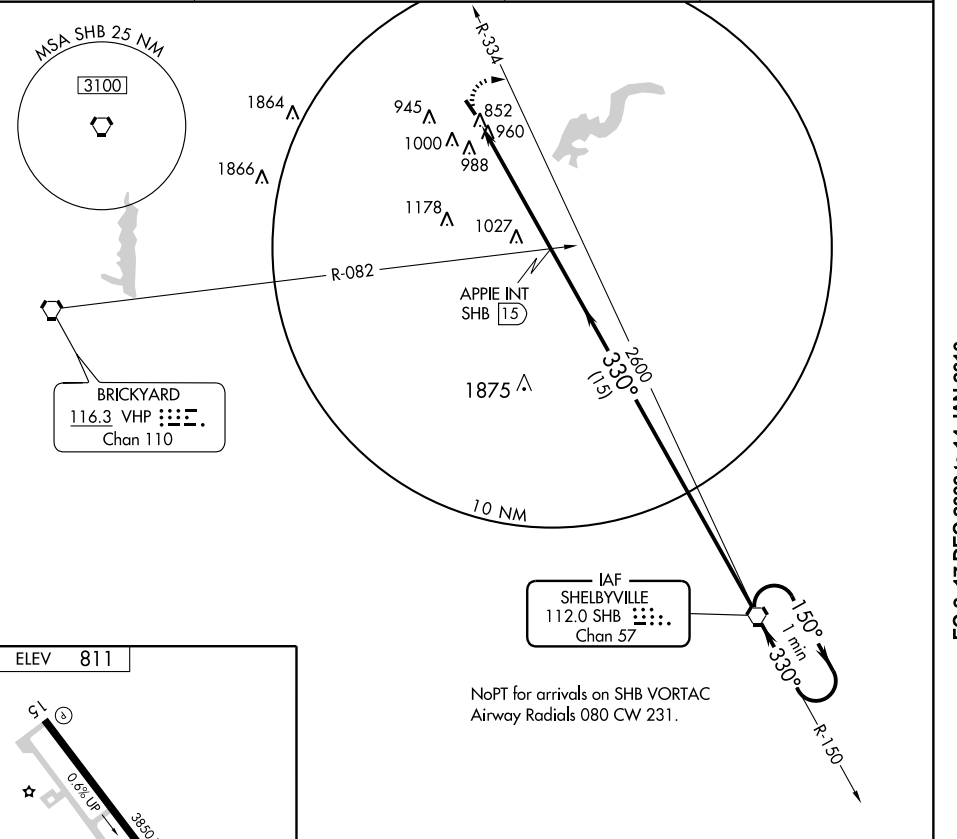
V

NA

If local altimeter setting not received,
use Indianapolis Intl altimeter setting and
increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 2600
via SHB R-334 to SHB VORTAC and hold.

AWOS-3 338	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 121.625	UNICOM 123.0 (CTAF)
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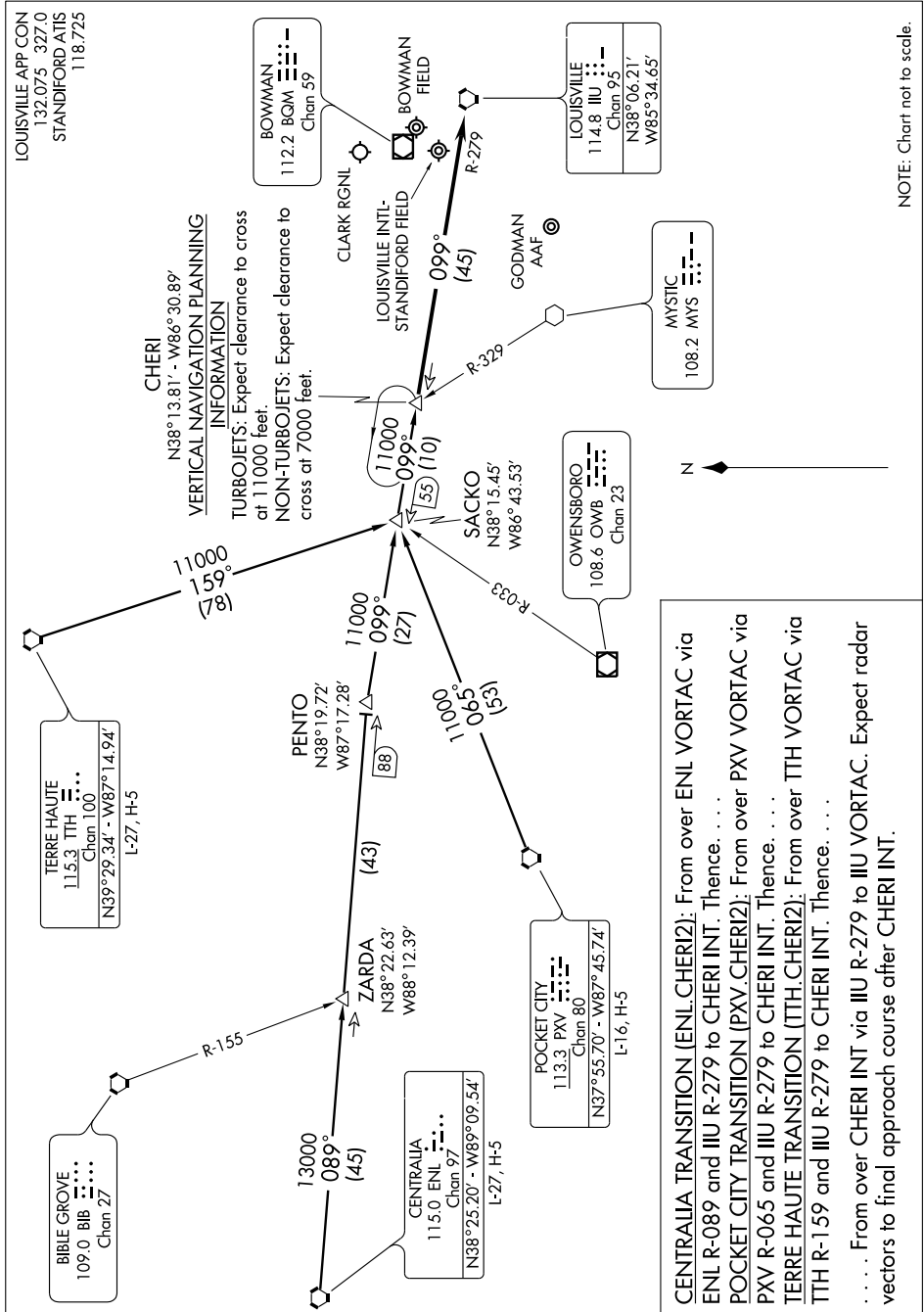


2600 SHB SHB R-334 112.0		APPIE INT SHB 15		VORTAC One Minute Holding Pattern	
SHB 20.5		330° 2600		150° → 2600	
≤ 3.00° TCH 40		330°		← 330°	
5.5 NM		15 NM		VGSI and descent angles not coincident.	
CATEGORY	A	B	C	D	
S-33	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA	
CIRCLING	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA	

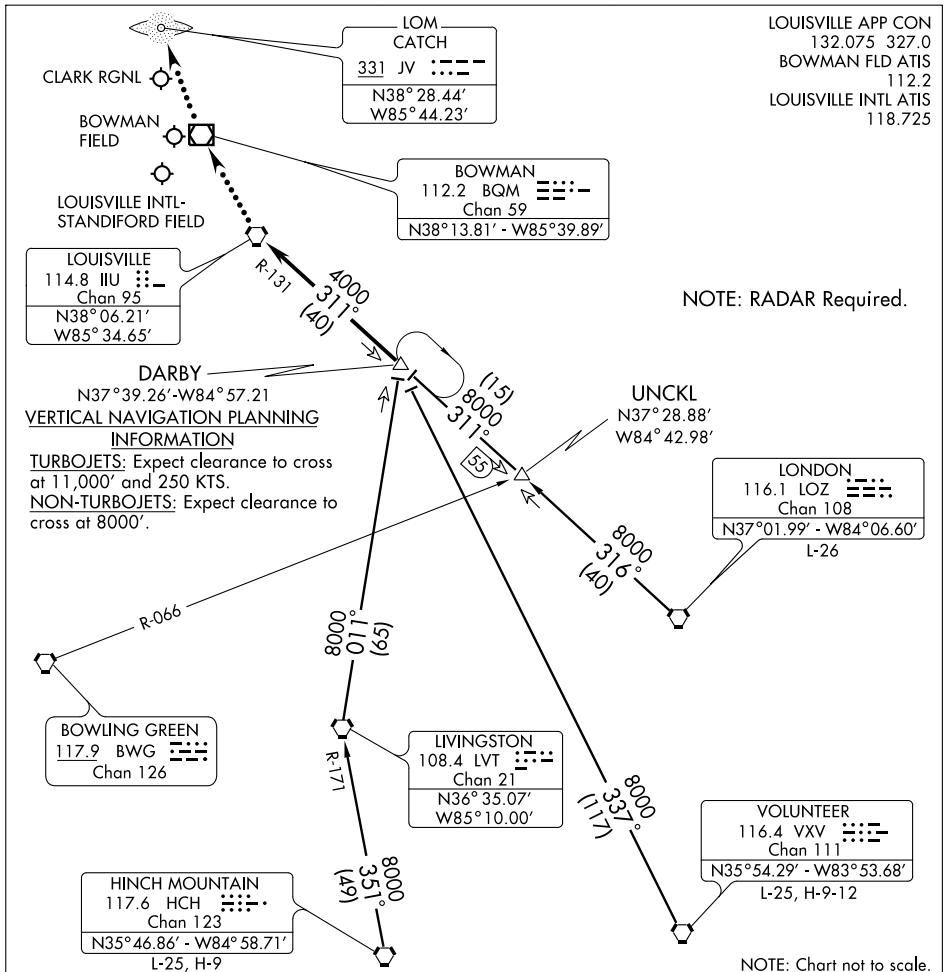
CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
132.075 327.0
STANDIFORD ATIS
118.725



NOTE: Chart not to scale.



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:
For JYV - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

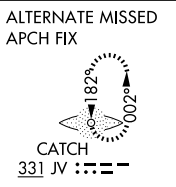
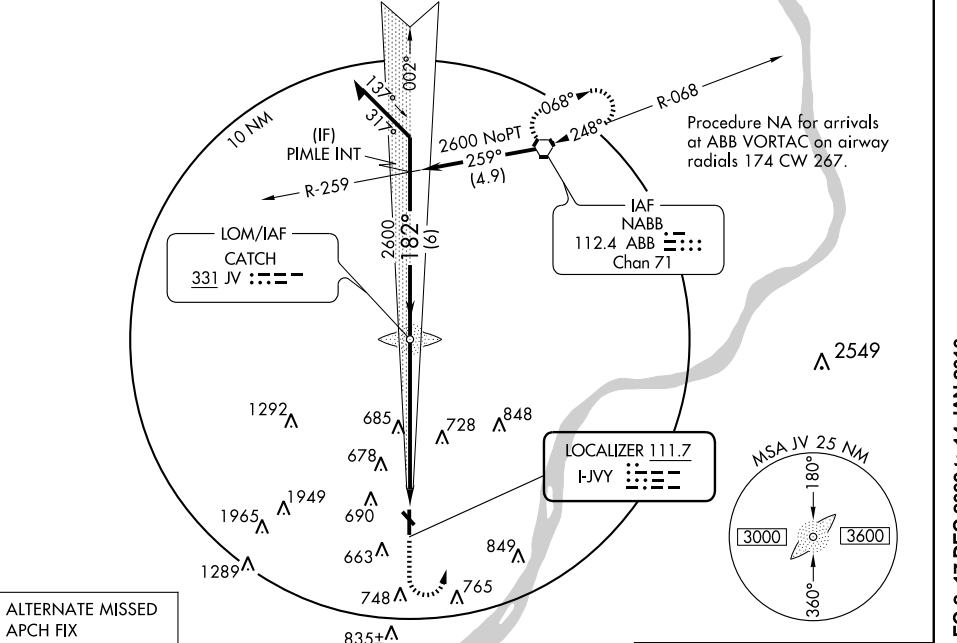
LOC I-JVY	APP CRS	Rwy Idg	5500
111.7	182°	TDZE	474
		Apt Elev	474

Autopilot coupled approach NA below 988. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA 31 feet and all MDA 40 feet.

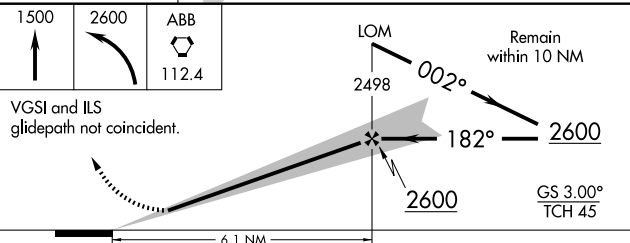
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3 118.575	LOUISVILLE APP CON 132.075 327.0	CLNC DEL 118.05	UNICOM 122.7 (CTAF) 0
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ADF REQUIRED



ELEV 474	182° 6.1 NM from FAF	TDZE 474
389° X 7.5	001° X 0055	36
REIL Rwy 14, 32	REIL Rwy 18, 36	MIRL Rwy 14-32, 18-36
FAF to MAP 6.1 NM		
Knots	60	90 120 150 180
Min:Sec	6:06	4:04 3:03 2:26 2:02

LOM JV	APP CRS	Rwy Idg	5500
<u>331</u>	182°	TDZE	474
		Apt Elev	474

NDB RWY 18

JEFFERSONVILLE / CLARK RGNL (JVY)

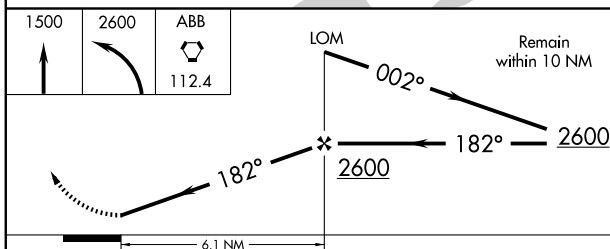
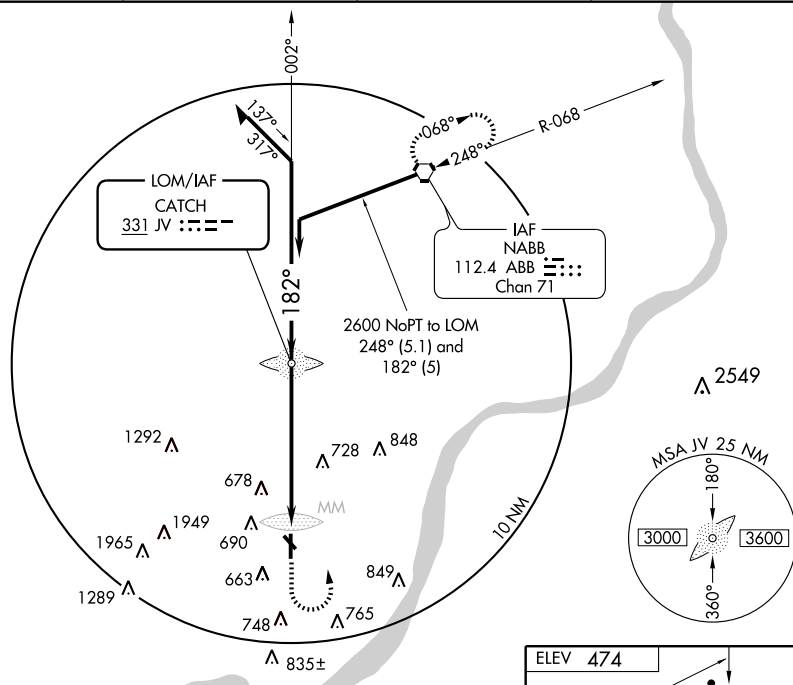
T Obtain local altimeter on CTAF, when not received,
A NA use Louisville/Standiford altimeter setting.



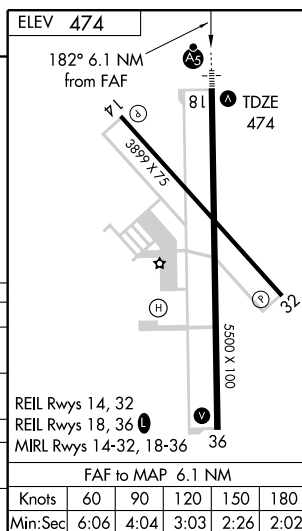
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3
118.575

LOUISVILLE APP CON
132.075 327.0

CLNC DEL
118.05UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-18	1080- $\frac{3}{4}$	606 (700- $\frac{3}{4}$)	1080-1 $\frac{1}{4}$ 606 (700-1 $\frac{1}{4}$)	1080-1 $\frac{3}{4}$ 606 (700-1 $\frac{3}{4}$)
CIRCLING	1080-1	606 (700-1)	1080-1 $\frac{3}{4}$ 606 (700-1 $\frac{3}{4}$)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1100- $\frac{3}{4}$	626 (700- $\frac{3}{4}$)	1100-1 $\frac{1}{4}$ 626 (700-1 $\frac{1}{4}$)	1100-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$)
CIRCLING	1100-1	626 (700-1)	1100-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$)	1140-2 666 (700-2)



NOTE: Latitudes/Longitudes
for FMS use.
NOTE: RADAR Required.
NOTE: Chart not to scale.

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC ABB	APP CRS	Rwy Idg	5500
112.4	199°	TDZE	474
Chan 71		Apt Elev	474

VOR or GPS RWY 18
JEFFERSONVILLE / CLARK RGNL (JVY)

T	Obtain local altimeter on CTAF, when not received,
A	use Louisville/Standiford altimeter setting.
	Inoperative table does not apply.

MALSR

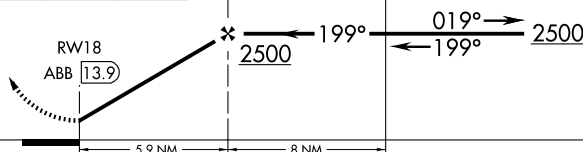
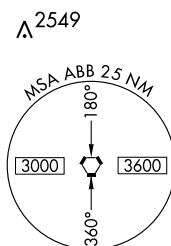
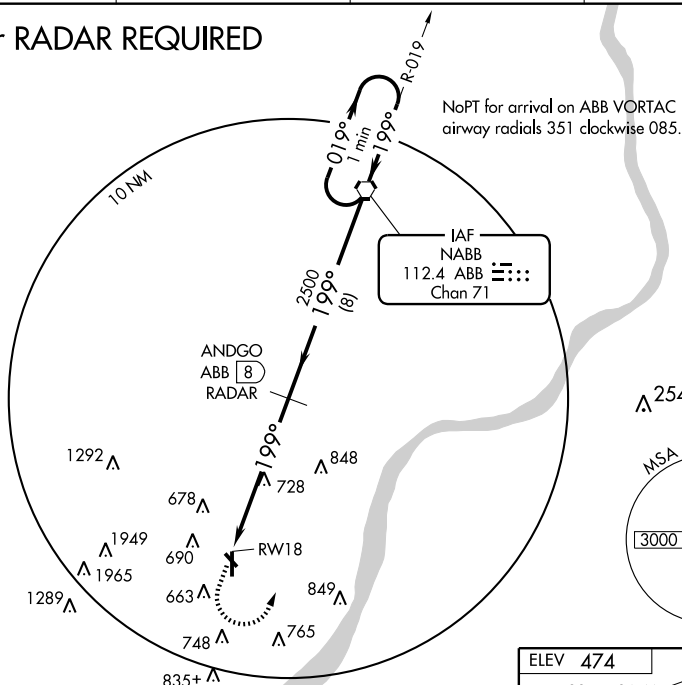
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ABB VORTAC and hold.

AWOS-3
118.575

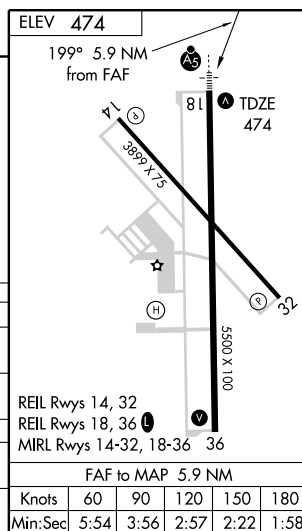
LOUISVILLE APP CON
132.075 327.0

CLNC DEL
118.05UNICOM
122.7 (CTAF) **L**

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-18	1020-1	546 (600-1)	1020-1½ 546 (600-1½)	1020-1¾ 546 (600-1¾)
CIRCLING	1020-1	546 (600-1)	1020-1½ 546 (600-1½)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1060-1	586 (600-1)	1060-1½ 586 (600-1½)	1060-1¾ 586 (600-1¾)
CIRCLING	1060-1	586 (600-1)	1060-1½ 586 (600-1½)	1140-2 666 (700-2)

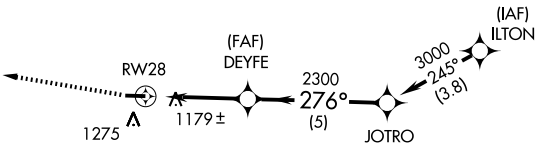


APP CRS	Rwy Idg	4400
276°	TDZE	1005
	Apt Elev	1005

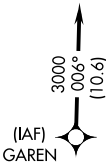
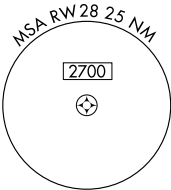
Obtain local altimeter setting on CTAF; when not received use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 3000 direct BAGEL WP and hold.

AWOS-3 119.925	FORT WAYNE APP CON 127.2 284.6	UNICOM 122.8 (CTAF) 0
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1484 A



ELEV 1005

10 128

4400 X 75

TDZE 1005

276° to RWY28

MRL Rwy 10-28 0
REIL Rwy 10 and 28 0

3000

BAGEL

RWY28

DEYFE 2300

JOTRO 3000

276°

3.7 NM

5 NM

Procedure Turn NA

CATEGORY	A	B	C	D
S-28	1480-1	475 (500-1)		NA
CIRCLING	1640-1	635 (700-1)		NA
FORT WAYNE ALTIMETER SETTING MINIMUMS				
S-28	1580-1	575 (600-1)		NA
CIRCLING	1720-1	715 (800-1)		NA

AL-5896 (FAA)

VORTAC FWA 117.8 Chan 125	APP CRS 354°	Rwy Idg TDZE Apt Elev	N/A N/A 1005
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VOR/DME-A
KENDALLVILLE MUNI (C62)

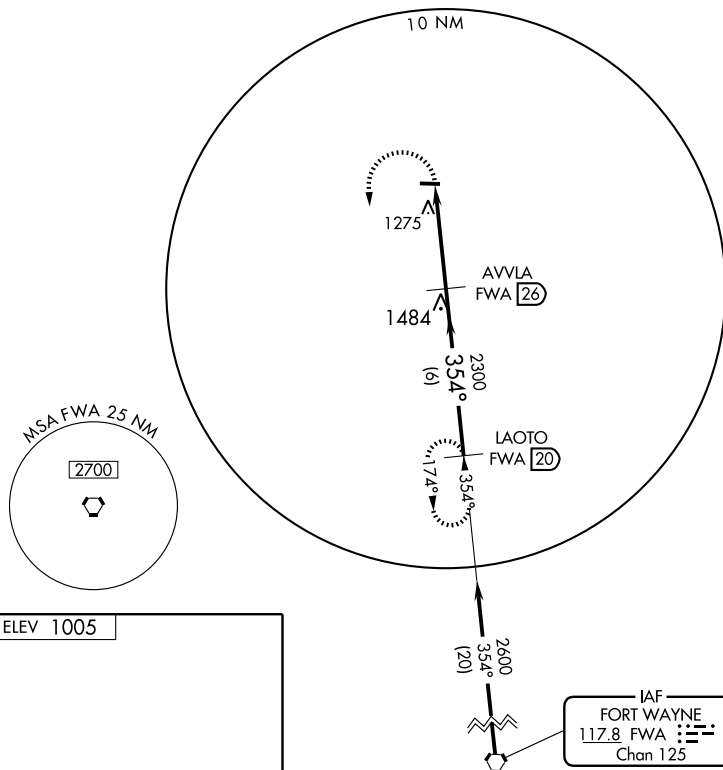
T	Obtain local altimeter setting on CTAF; when not
A_{NA}	received use Fort Wayne altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via FWA R-354 to LAOTO/FWA 20 DME and hold.

AWOS-3
119,925

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) **L**



354° 3.7 NM
from FAF

MIRL Rwy 10-28 **L**
REIL Rwy 10 and 28 **L**

Knots	60	90	120	150	180
Min:Sec					

The diagram illustrates the altitude setting minimums for Fort Wayne. It shows a climb profile starting from FWA R-354 (117.8) and proceeding through various waypoints: LAOTO FWA (20), AVLA FWA (26), and LAOTO FWA (20). The distance between the first two waypoints is 3.7 NM, and the distance between the second and third is 6 NM. A 354° turn is indicated at the second waypoint. The final altitude is 2600 feet.

CATEGORY	A	B	C	D
CIRCLING	1740-1 735 (800-1)	1740-1¼ 735 (800-1¼)		NA

FORT WAYNE ALTITUDE SETTING MINIMUMS

CIRCLING	1840-1 835 (900-1)	1840-1¼ 835 (900-1¼)	NA
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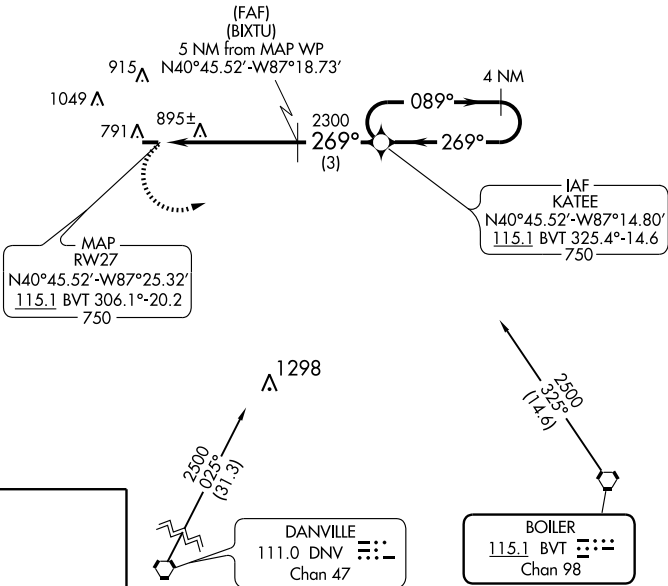
EC-2, 17 DEC 2009 to 14 JAN 2010

VORTAC BVT	APP CRS	Rwy Idg	3504
115.1	269°	TDZE	698
Chan 98		Apt Elev	698

VOR/DME RNAV or GPS RWY 27

KENTLAND MUNI (50I)

 NA Use Lafayette altimeter setting. ACTIVATE MIRL Rwy 9-27-CTAF.	MISSED APPROACH: Climbing left turn to 2500 direct KATEE WP and hold.
CHICAGO CENTER 132.5 258.1	UNICOM 122.8 (CTAF) 0



ELEV 698

TDZE 698
3504 X 50
269° to MAP WP

HIRL Rwy 9-27 0
REIL Rwy 9 and 27 0

2500 KATEE
RW27 MAP WP
269°
2300
269°
KATEE WP
4 NM Holding Pattern
089°
2500

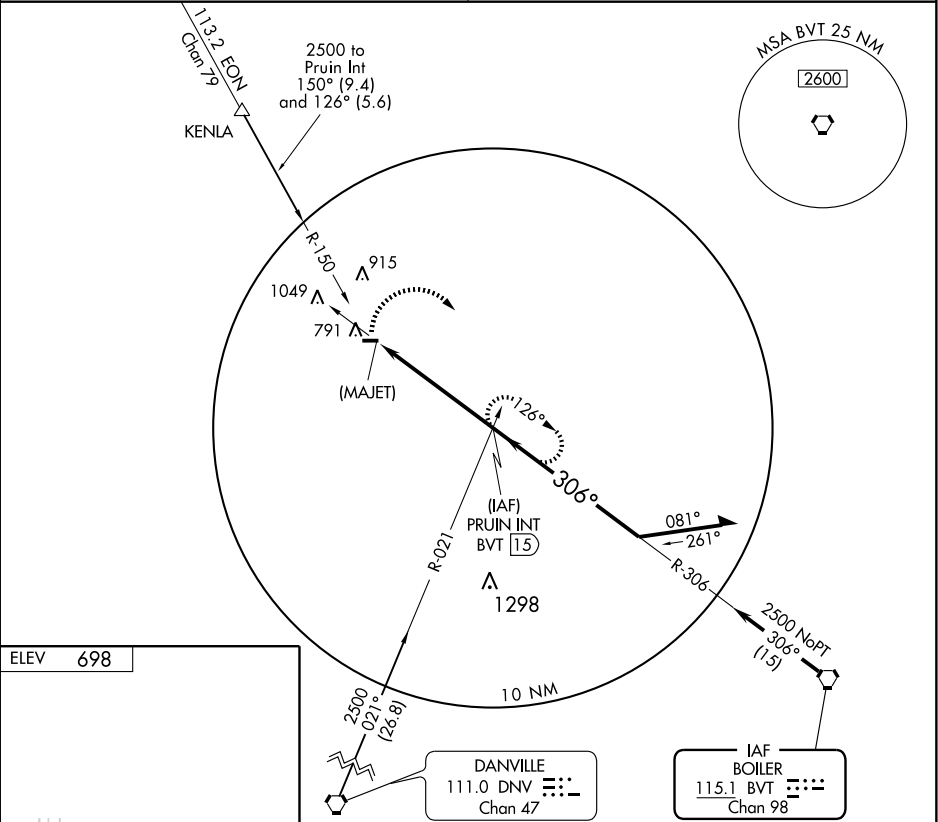
CATEGORY	A	B	C	D
S-27	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1320-1¾ 622 (700-1¾)	NA

VORTAC BVT 115.1 Chan 98	APP CRS 306°	Rwy Idg TDZE Apt Elev N/A N/A 698
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Use Lafayette altimeter setting.
Activate MRL Rwy 9-27 CTAF.

MISSED APPROACH: Climbing right turn to 2300
via BVT R-306 to PRUIN Int/15 DME and hold.

CHICAGO CENTER 132.5 258.1	UNICOM 122.8 (CTAF) 0
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FAF to MAP 5.2 NM						BVT R-306 115.1		PRUIN INT	PRUIN INT BVT 15	Remain within 10 NM	
306° 5.2 NM from FAF						2300		(MAJET) BVT 20.2	2500	126°	2500
HIRL Rwy 9-27 0						5.2 NM					
REIL Rlys 9 and 27 0						CATEGORY		A	B	C	D
Knots 60 90 120 150 180						CIRCLING		1300-1	602 (700-1)	1320-1 ¾ 622 (700-1¾)	NA
Min:Sec 5:12 3:28 2:36 2:05 1:44											

WAAS CH 87108 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	4401 685 685
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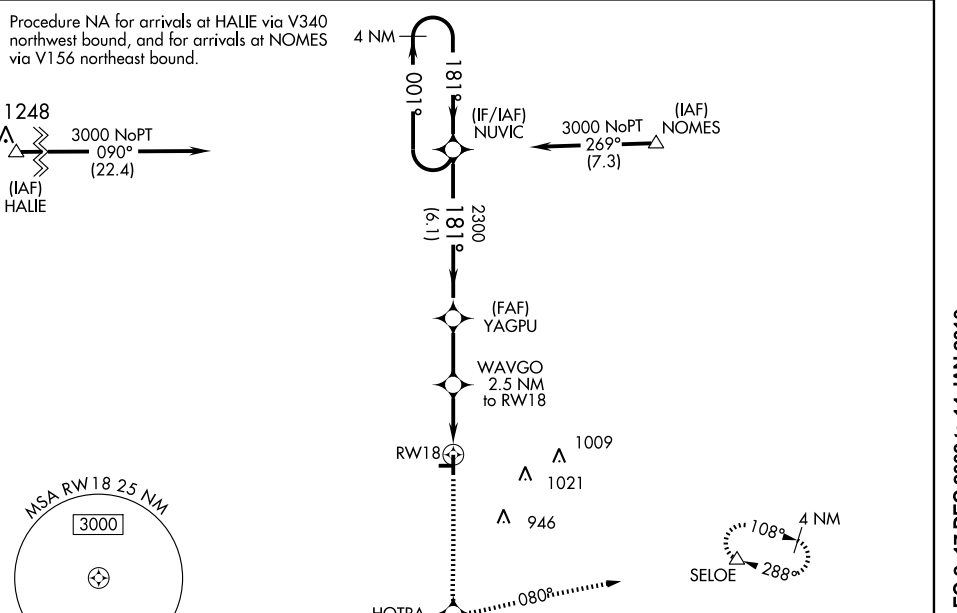
RNAV (GPS) RWY 18

KNOX/STARKE COUNTY (OXI)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using South Bend Rgnl altimeter setting. Obtain local altimeter setting on CTAF, when not received use South Bend Rgnl altimeter setting and increase all MDA/DA 80 feet, increase LPV and LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat C, D visibilities ¼ mile.

MISSED APPROACH:
Climb to 3000 direct HOTRA and left turn via 080° track to SELOE and hold.

AWOS-3 135.775	SOUTH BEND APP CON* 132.05 257.8	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern					NUVIC	3000	HOTRA	SELOE
							080° TRK	
					YAGPU	WAVGO 2.5 NM to RW18	*LNAV Only	
						*1 NM to RW18		
					2300	*1520	RW18	
					6.1 NM	2.4 NM	1.5 NM	1 NM
CATEGORY	A	B	C	D				
LPV DA	935-1		250 (300-1)					
LNAV/VNAV DA	1035-1¼		350 (400-1¼)					
LNAV MDA	1040-1		355 (400-1)			1040-1¼ 355 (400-1¼)		
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (500-2)				

ELEV 685
Rwy 9 Idg 2811'

181° to RW18
765±
81
783±
4401 X 75
3096 X 145
27
36

TDZE 685

MIRL Rwy 18-36
REIL Rwy 18 and 36

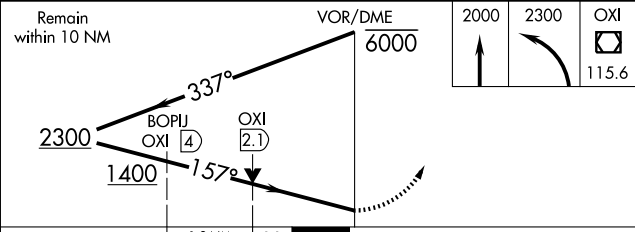
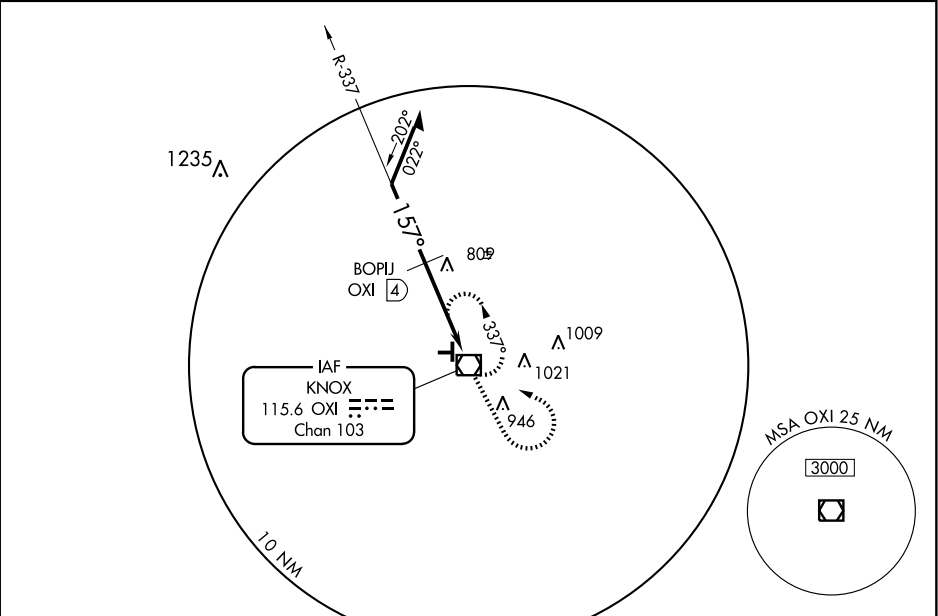
VOR/DME OXI	APP CRS	Rwy Idg	4401
115.6	157°	TDZE	685
Chan 103		Apt Elev	685

VOR RWY 18
KNOX/ STARKE COUNTY (OXI)

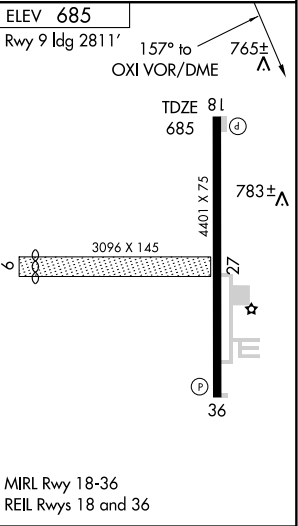
Visibility reduction by helicopters NA. VDP NA when using South Bend altimeter setting. Obtain local altimeter setting on CTAF, when not received, use South Bend altimeter setting and increase all MDA 80 ft. Increase S-18 and circling Cat B, C, D visibilities ¼ mile. BOPIJ fix minimums when using South Bend altimeter setting, increase S-18 Cat C, D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2300 direct OXI VOR/DME and hold. Continue climb-in-hold to 2300.

AWOS-3 135.775	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-18	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
CIRCLING	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
BOPIJ FIX MINIMUMS				
S-18	1060-1 375 (400-1)			1060-1¼ 375 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (600-2)



AL-711 (FAA)

LOC I-OKK 108.9	APP CRS 227°	Rwy Idg TDZE Apt Elev	5201 827 830
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ILS RWY 23
KOKOMO MUNI (OKK)

NA

MALSR

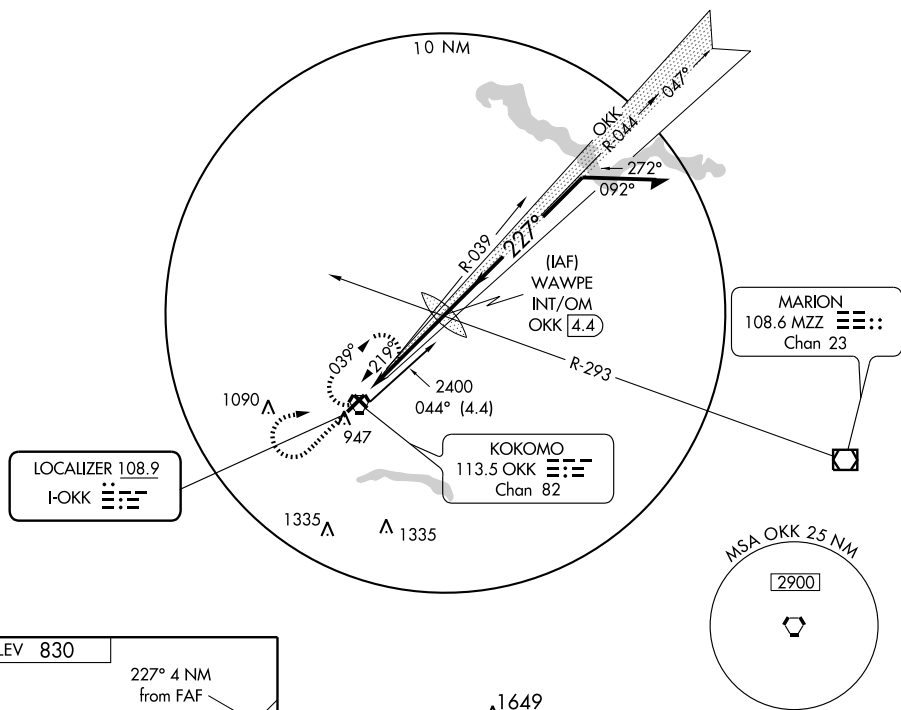


MISSED APPROACH: Climb to 2400, then right turn direct OKK VORTAC and hold.

AWOS-3
113.5

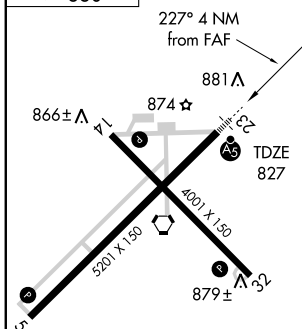
GRISSOM APP CON ★
121.05 379.3

CLNC DEL
120.0

UNICOM
123.0 (CTAF) **L**

EC-2, 17 DEC 2009 to 14 JAN 2010

ELEV	830
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MIRL Rwy 14-32 **L**
REIL Rwys 5, 14 and 32 **L**
HIRL Rwy 5-23 **L**

FAF to MAP 4 NM

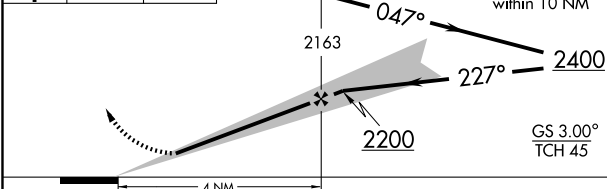
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

1649

2400 ↑		OKK  113.5
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WAWPE INT/OM
OKK 4.4)

Remain
within 10 NM

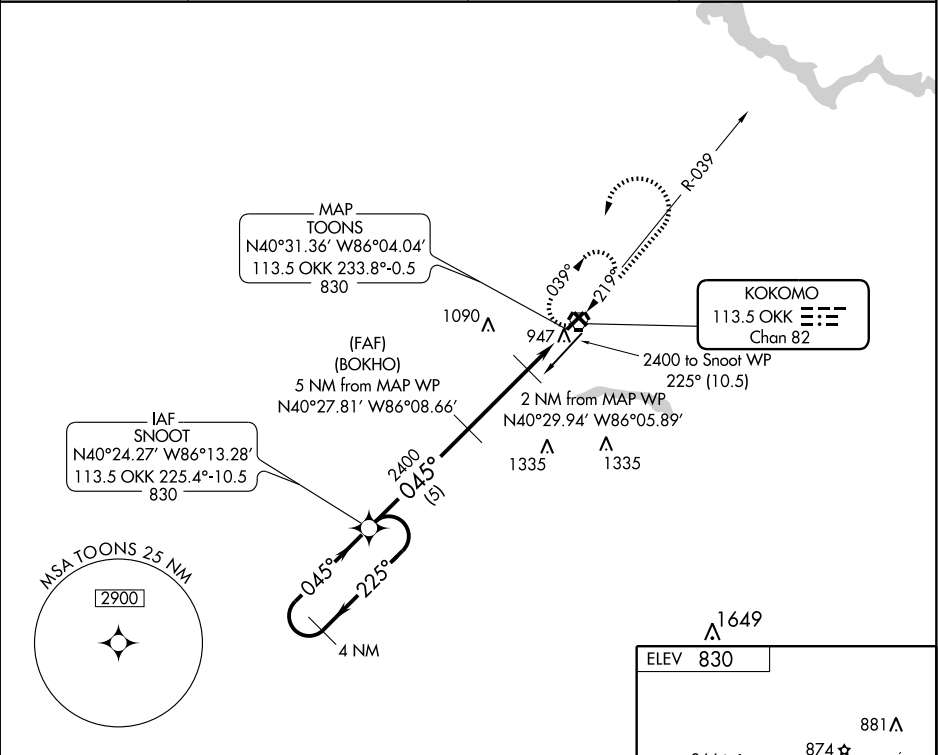


CATEGORY	A	B	C	D
S-ILS 23	1027-½ 200 (200-½)			
S-LOC 23	1220-½ 393 (400-½)			1220-¾ 393 (400-¾)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

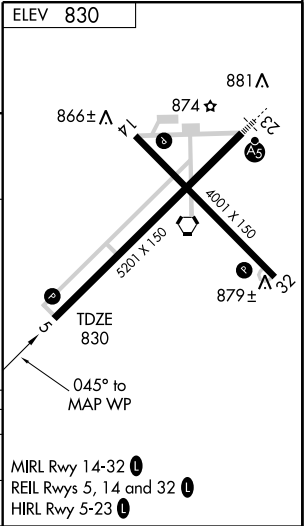
VORTAC OKK 113.5 Chan 82	APP CRS 045°	Rwy Idg TDZE Apt Elev	5201 830 830
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VOR/DME RNAV or GPS RWY 5
KOKOMO MUNI (OKK)

AWOS-3 113.5		GRISSOM APP CON ★ 121.05 379.3		CLNC DEL 120.0	UNICOM 123.0 (CTAF) 0
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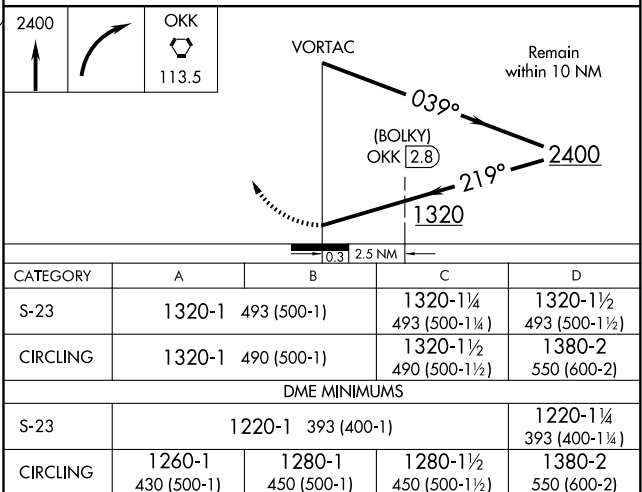
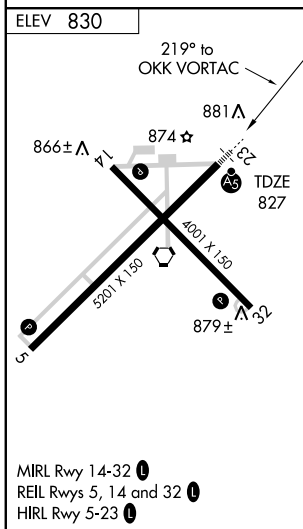
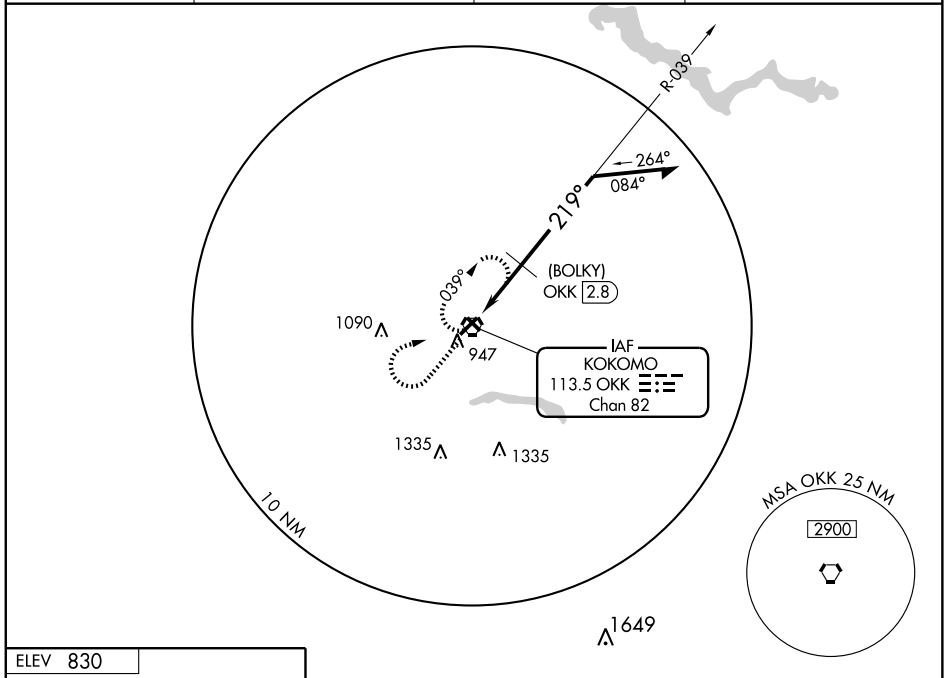
<div>4 NM Holding Pattern</div> <div>SNOOT WP</div> <div>(BOKHO) 5 NM from MAP WP</div> <div>2400</div> <div>2400</div> <div>2 NM from MAP WP</div> <div>TOONS MAP WP</div> <div>1460</div> <div>2400</div> <div>OKK 113.5</div>				
<div>4 NM</div> <div>225°</div> <div>045°</div> <div>045°</div> <div>2400</div> <div>5 NM</div> <div>3 NM</div> <div>2 NM</div>				
CATEGORY	A	B	C	D
S-5	1200-1 370 (400-1)			1200-1 ¼ 370 (400-1 ¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1 ½ 450 (500-1 ½)	1380-2 550 (600-2)



VORTAC OKK 113.5 Chan 82	APP CRS 219°	Rwy Idg 5201 TDZE 827 Apt Elev 830
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VOR or GPS RWY 23
KOKOMO MUNI (OKK)

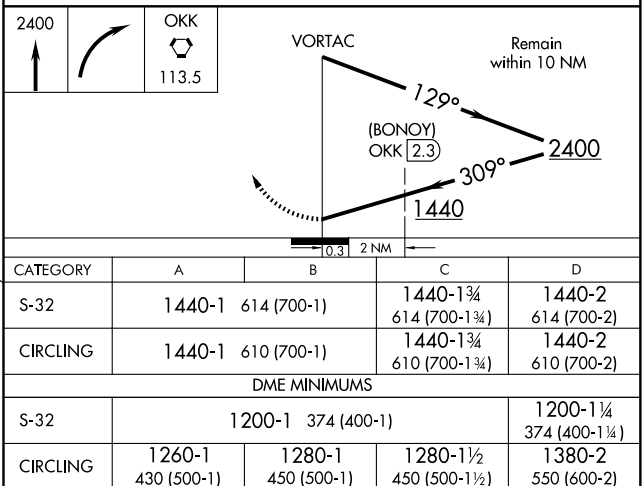
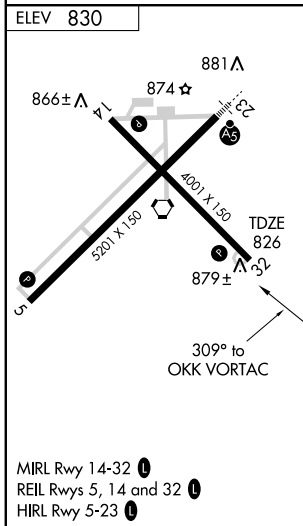
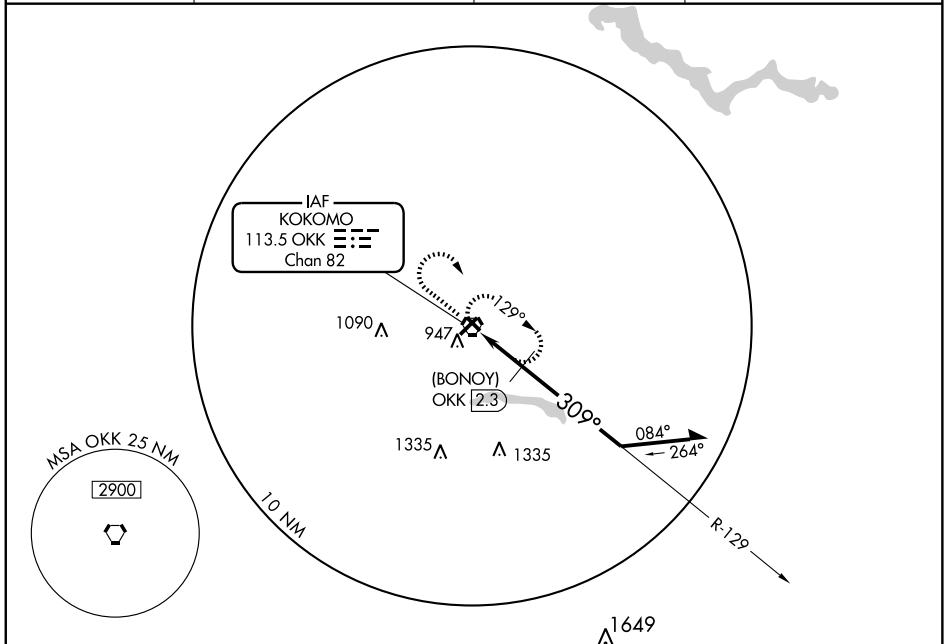
 Inoperative table does not apply.			MISSED APPROACH: Climb to 2400 then right turn direct OKK VORTAC and hold.	
AWOS-3 113.5	GRISSOM APP CON ★ 121.05 379.3		CLNC DEL 120.0	UNICOM 123.0 (CTAF) 



VORTAC OKK 113.5 Chan 82	APP CRS 309°	Rwy Idg 4001 TDZE 826 Apt Elev 830
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VOR or GPS RWY 32
KOKOMO MUNI (OKK)

		MISSED APPROACH: Climb to 2400 then right turn direct OKK VORTAC and hold.	
AWOS-3 113.5	GRISSOM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 123.0 (CTAF) 

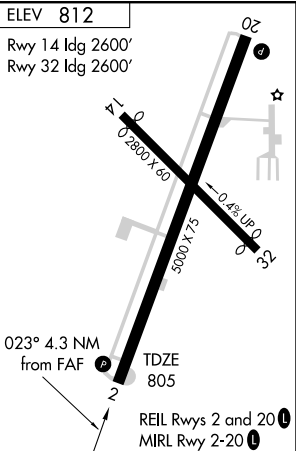
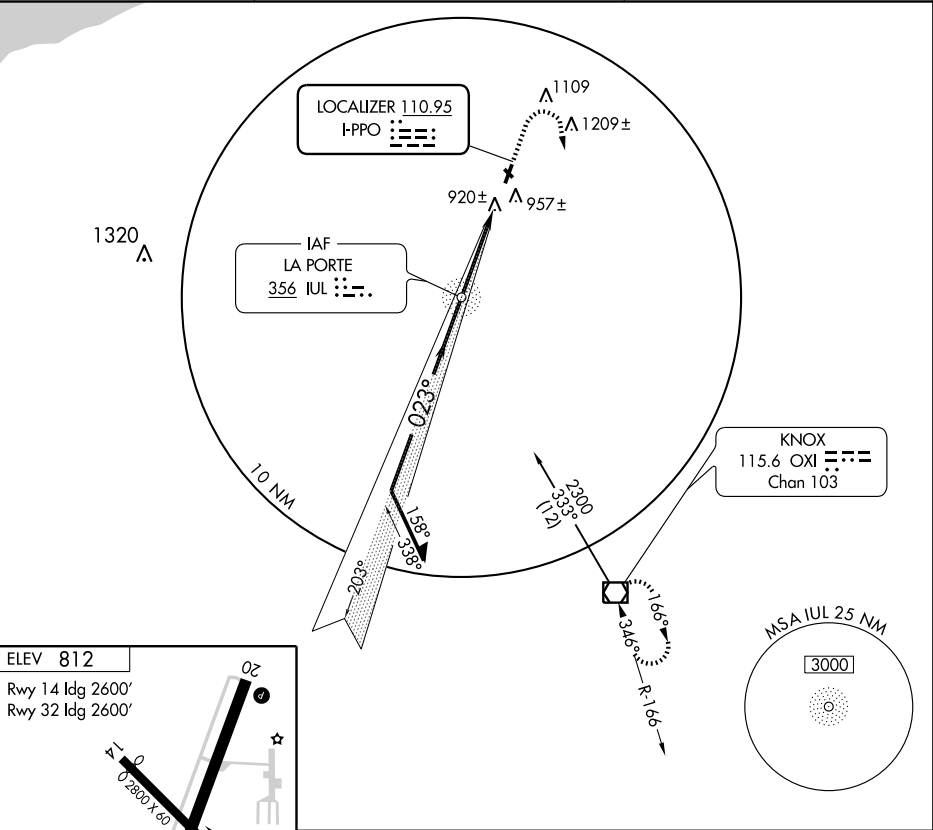


LOC I-PP0	APP CRS	Rwy Idg	5000
110.95	023°	TDZE	805
		Apt Elev	812

If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2500 direct OXI VOR/DME and hold.

AWOS-3 119.825	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 123.0 (CTAF) 0
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Remain within 10 NM

2300

203°

023°

2300

023°

3.20°
 TCH 45

2300

2500

OXI 115.6

FAF to MAP 4.3 NM				
Knots	60	90	120	150
Min:Sec	4:18	2:52	2:09	1:43

CATEGORY	A	B	C	D
S-2	1220-1	415 (500-1)	1220-1¼	415 (500-1¼)
CIRCLING	1320-1	508 (600-1)	1320-1½	508 (600-1½)
			1380-2	568 (600-2)

APP CRS
023°

Rwy Idg
TDZE
Apt Elev

5000
805
812

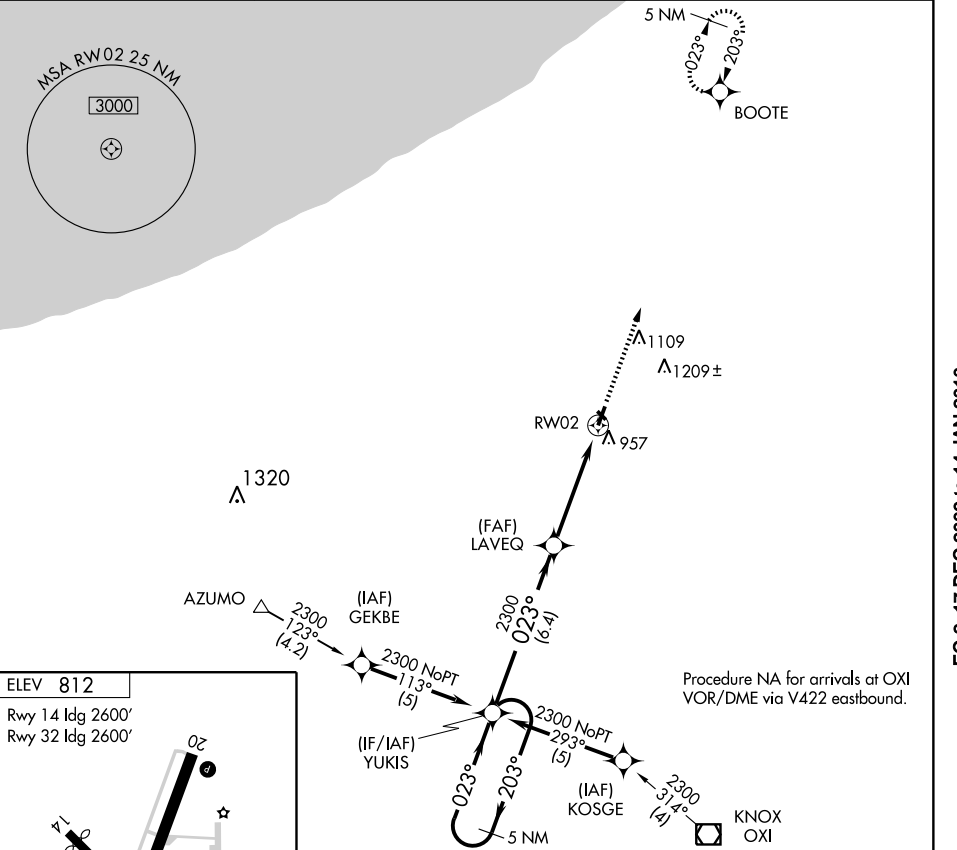
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 direct BOOTE and hold.

AWOS-3
119.825

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
123.0 (CTAF) 0



ELEV 812

Rwy 14 Idg 2600'
Rwy 32 Idg 2600'

TDZE 805

023° to RW02

REIL Rwy 2 and 20 0

MIRL Rwy 2-20 0

5 NM Holding Pattern

2500 BOOTE

1.4 NM to RW02

3.04° TCH 45

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1260-1	455 (500-1)	1260-1¼ 455 (500-1¼)	1260-1½ 455 (500-1½)
CIRCLING	1320-1	508 (600-1)	1320-1½ 508 (600-1½)	1380-2 568 (600-2)

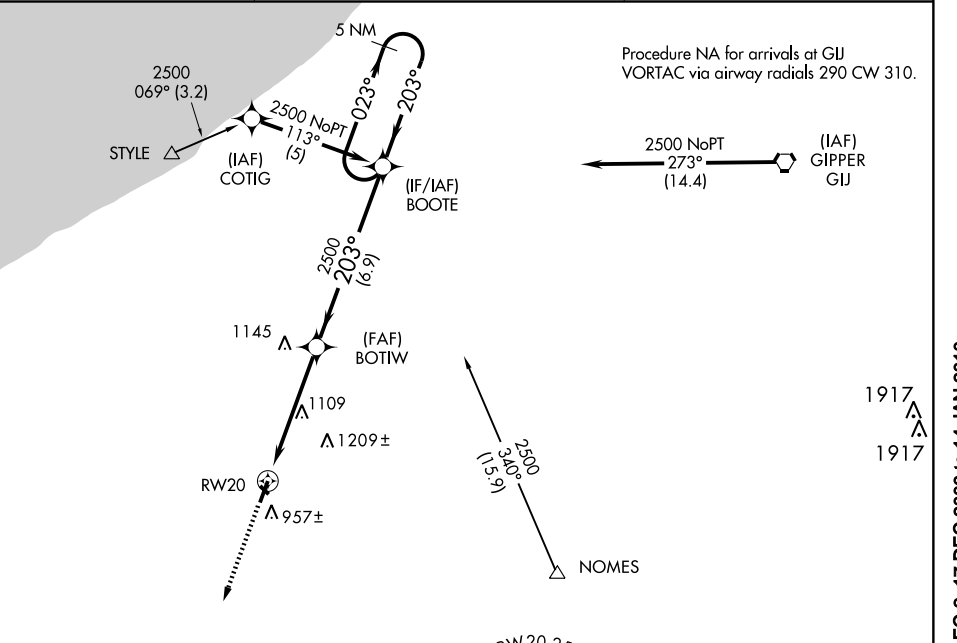
EC-2, 17 DEC 2009 to 14 JAN 2010

If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

NA

MISSED APPROACH: Climb to 2300 direct YUKIS and hold.

AWOS-3 119.825	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 123.0 (CTAF)
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MISSED APCH FIX
YUKIS

5 NM

2300

MSA RW 20 25 NM

3000

2300

YUKIS

1.6 NM to RW20

1.6 NM

3.5 NM

6.9 NM

BOTIW

BOOTE

5 NM Holding Pattern

203°

023°

2500

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
CIRCLING	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)

ELEV 812

Rwy 14 Idg 2600'

Rwy 32 Idg 2600'

TDZE 812

203° to RW20

REIL Rwy 2 and 20

MIRL Rwy 2-20

EC-2, 17 DEC 2009 to 14 JAN 2010

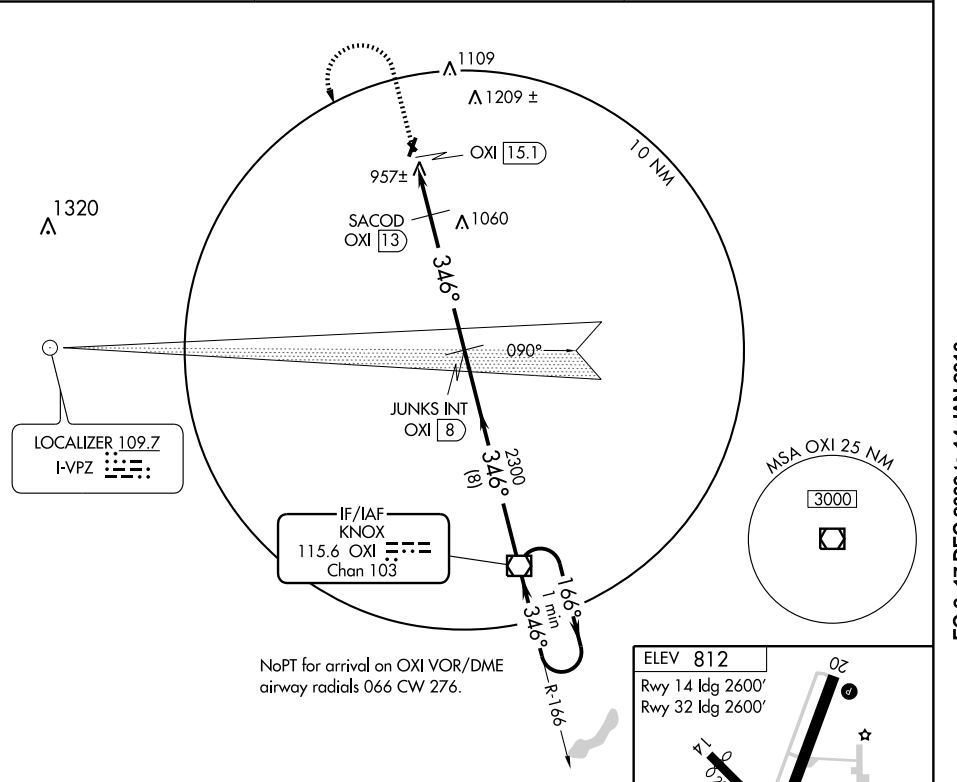
▼

NA

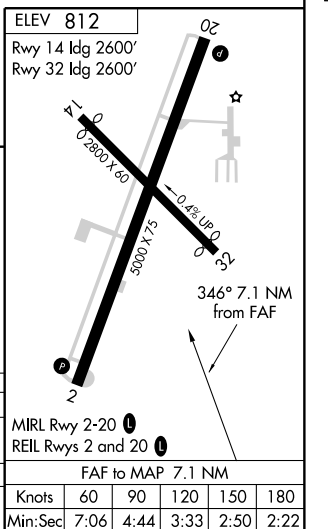
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2300 then climbing left turn to 2400 direct OXI VOR/DME and hold.

AWOS-3 119.825	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 123.0 (CTAF) ①
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2300	2400	OXI 115.6	JUNKS INT OXI ⑧	VOR/DME	One Minute Holding Pattern
↑	↶	☐	✱	→	↶
SACOD OXI ⑬					
OXI ⑮.①					
1420*					
*1480 when using South Bend altimeter setting.					
CATEGORY	A	B	C	D	
CIRCLING	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)	
SACOD FIX MINIMUMS					
CIRCLING	1320-1	508 (600-1)	1320-1½ 508 (600-1½)	1380-2 568 (600-2)	



EC-2, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-220 (FAA)

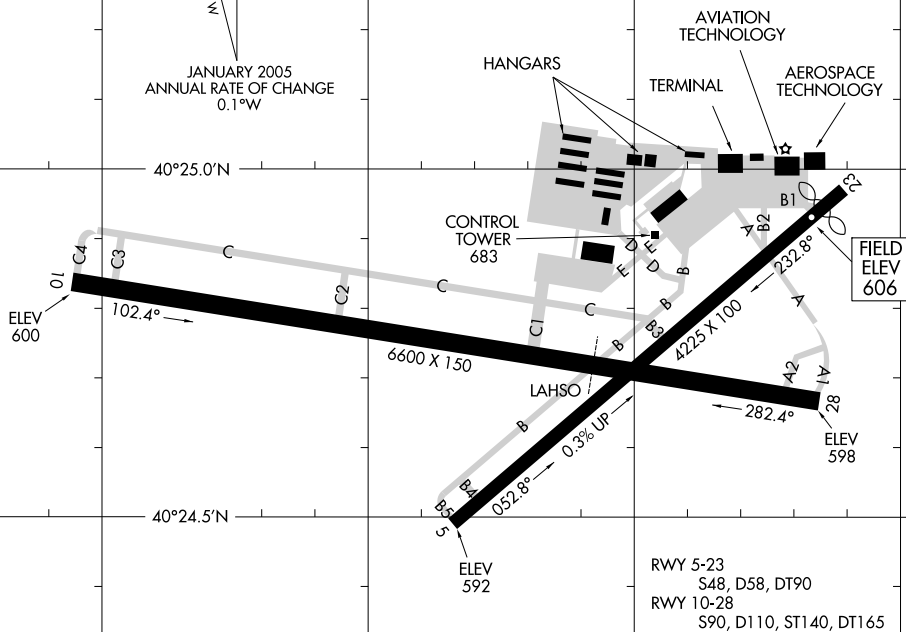
LAFAYETTE/ PURDUE UNIVERSITY (LAF)
LAFAYETTE, INDIANA

ATIS
127.75
LAFAYETTE TOWER ★
119.6 393.0
GND CON
121.9 393.0

40°25.5'N

VAR 3.3°W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

86°57.0'W

86°56.5'W

86°56.0'W

86°55.5'W

EC-2, 17 DEC 2009 to 14 JAN 2010

LOC I-LAF	APP CRS	Rwy Idg	6600
<u>110.3</u>	100°	TDZE	601
		Apt Elev	606

ILS RWY 10

LAFAYETTE / PURDUE UNIVERSITY (LAF)



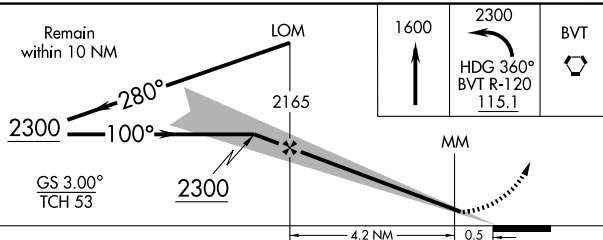
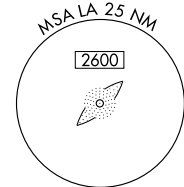
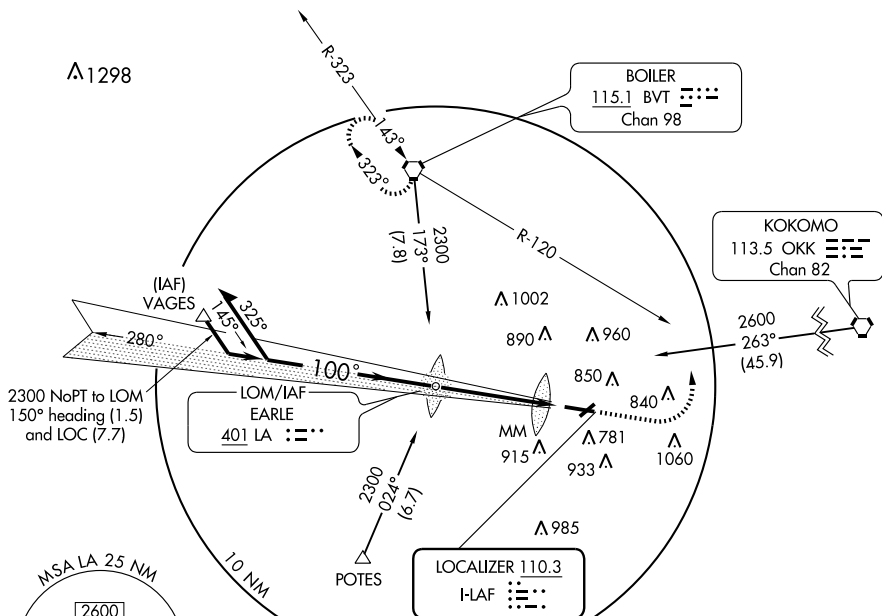
MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 via heading 360° and BVT R-120 to BVT VORTAC and hold.

ATIS
127.75

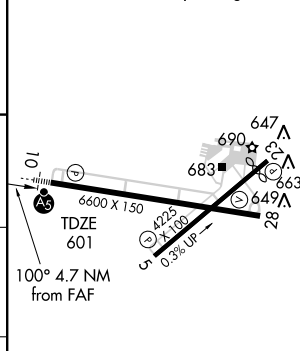
CHICAGO CENTER
123.85 343.95

LAFAYETTE TOWER ★
119.6 (CTAF) **L** 393.0

GND CON
121.9 393.0

UNICOM
122.95

ELEV 606	Rwy 23 ldg 3913'
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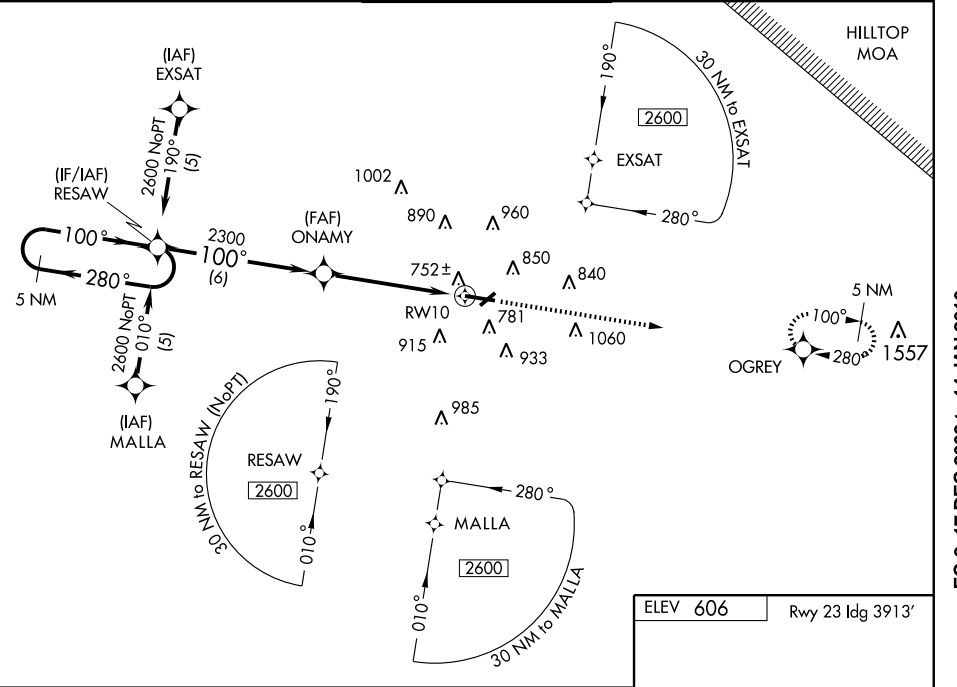
HIRL Rwy 10-28 L					
REIL Rwy 5, 23 and 28 L					
MIRL Rwy 5-23					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. VDP NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2600 direct OGREY and hold.

ATIS 127.75	CHICAGO CENTER 123.85 343.95	LAFAYETTE TOWER ★ 119.6 (CTAF) 0 393.0	GND CON 121.9 393.0	UNICOM 122.95
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5 NM Holding Pattern

RESAW

ONAMY

RW10

2600

OGREY

*1.2 NM to RW10

*LNNAV only

6 NM

3.9 NM

1.2

2600

OGREY

TDZE 601

6600 x 150

647

690

683

649

28

100° to RW10

0.3% UP

ELEV 606

Rwy 23 Idg 3913'

CATEGORY	A	B	C	D
LPV DA	877-1½ 276 (300-½)			
LNNAV/VNAV DA	1083-1¼ 482 (500-1¼)			
LNNAV MDA	1040-½ 439 (500-½)	1040-¾ 439 (500-¾)	1040-1 439 (500-1)	
CIRCLING	1160-1 554 (600-1)	1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)	

HIRL Rwy 10-28

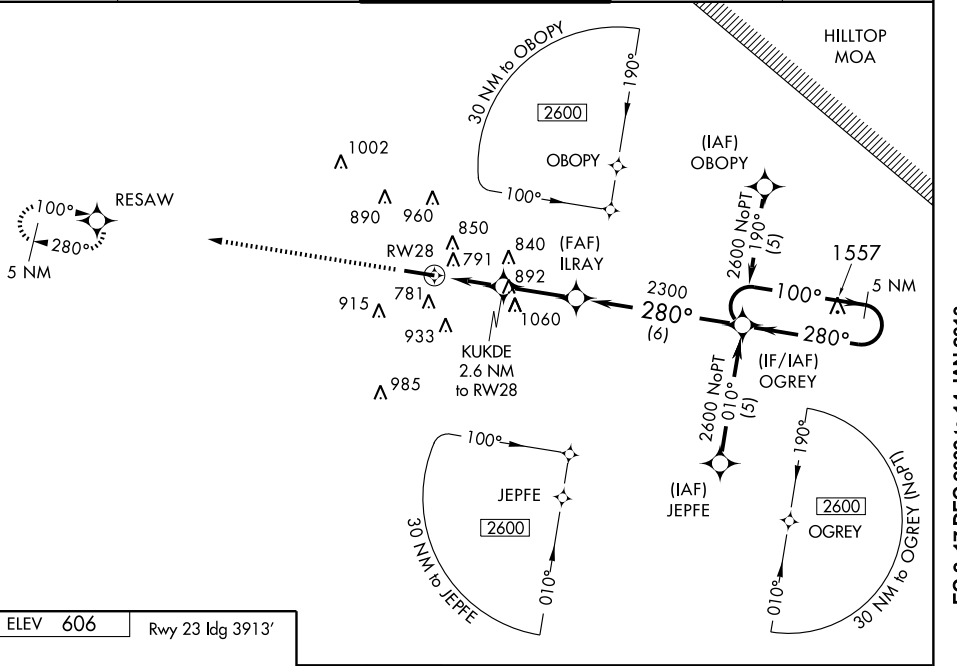
REIL Rwy 5, 23 and 28

MIRL Rwy 5-23

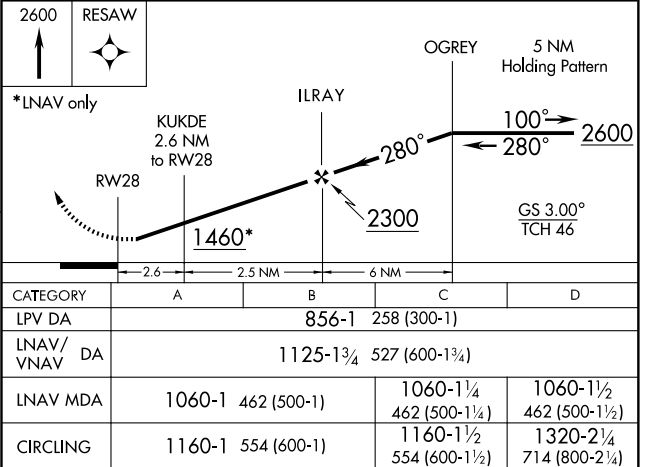
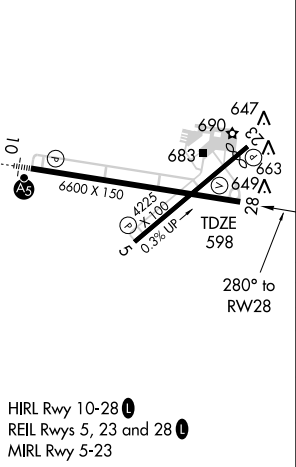
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct RESAW and hold.

ATIS 127.75	CHICAGO CENTER 123.85 343.95	LAFAYETTE TOWER ★ 119.6 (CTAF) 0 393.0	GND CON 121.9 393.0	UNICOM 122.95
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ELEV 606	Rwy 23 Idg 3913'
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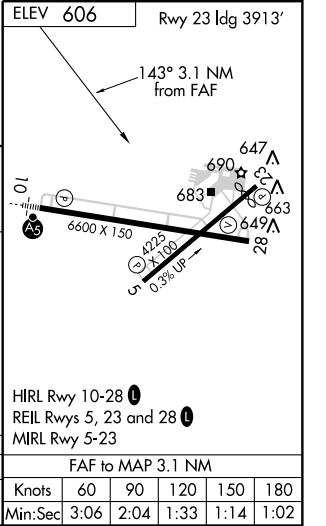
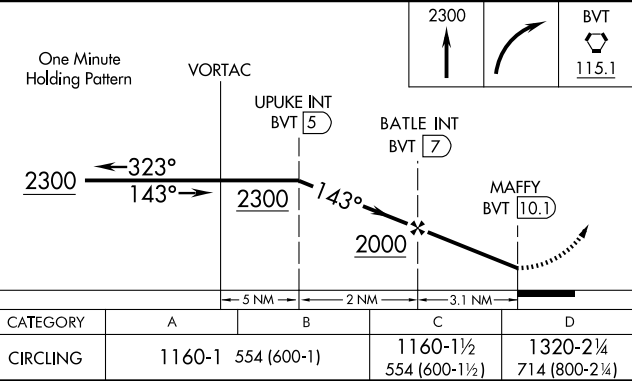
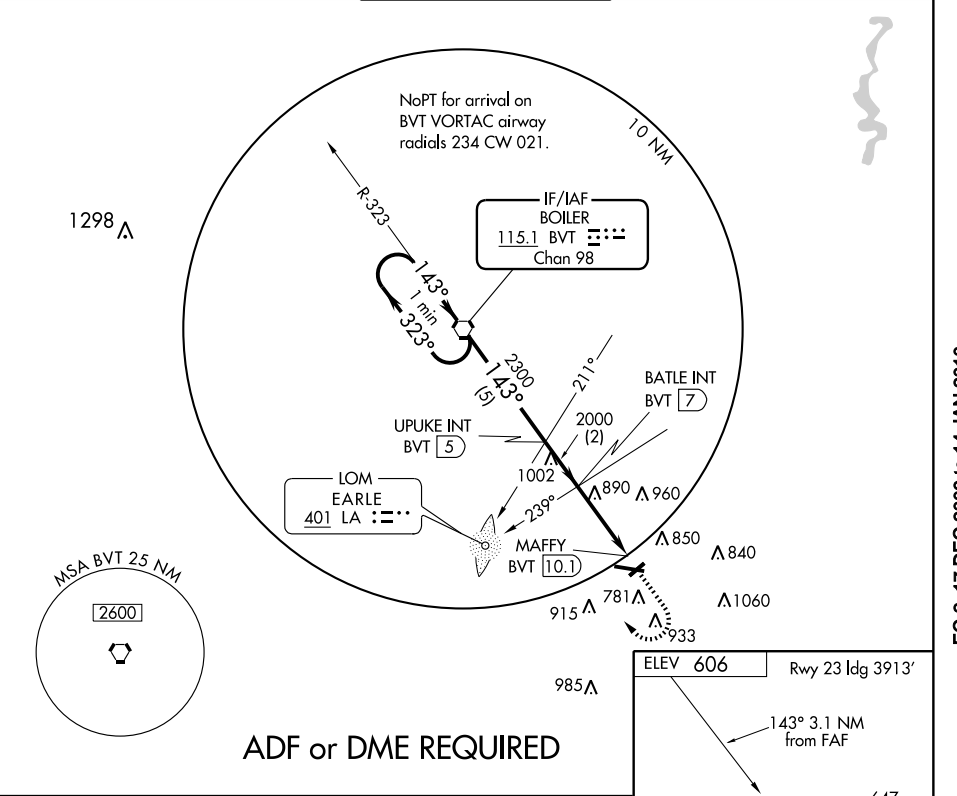


VORTAC BVT	APP CRS	Rwy Idg	N/A
115.1	143°	TDZE	N/A
Chan 98		Apt Elev	606

When local altimeter setting not received, use Danville alrimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.

MISSED APPROACH: Climb to 2300 then right turn direct BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) 0 393.0	121.9 393.0	122.95



APP CRS
090°

Rwy ldg **4262**
TDZE **736**
Apt Elev **738**

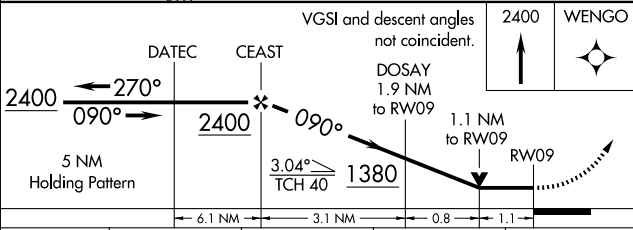
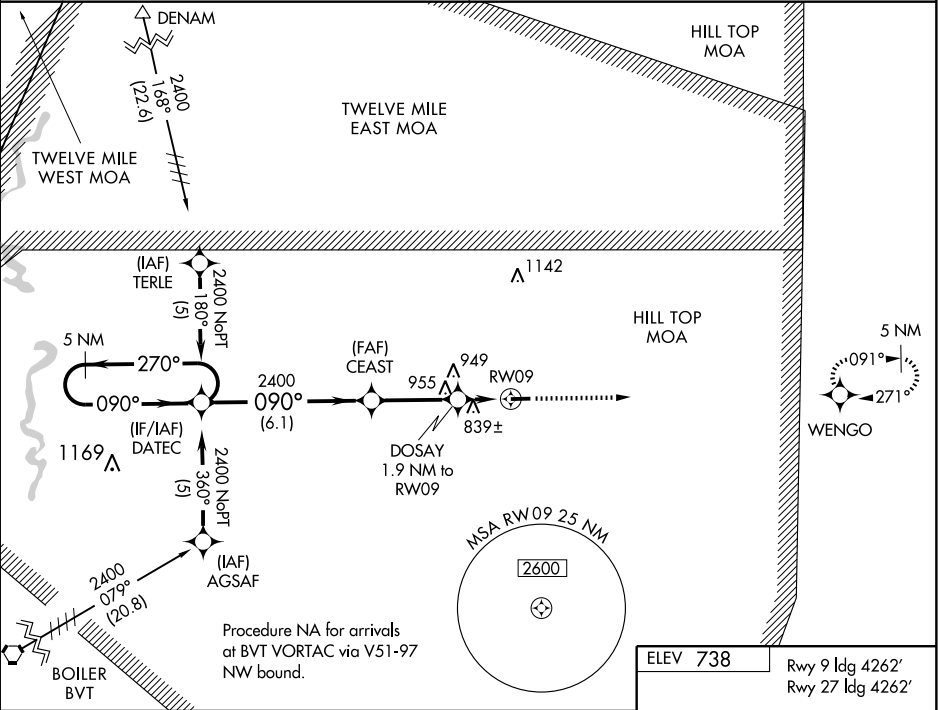
RNAV (GPS) RWY 9
LOGANSPORT/CASS COUNTY (GGP)

▼ Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting. VDP NA when using Lafayette altimeter setting.
▲ NA Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

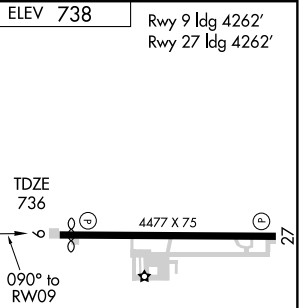
MISSED APPROACH: Climb to 2400 direct WENGO and hold.

GRISSOM APP CON★
121.05 379.3

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
RNAV MDA	1100-1 364 (400-1)			1100-1¼ 364 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTING MINIMUMS				
RNAV MDA	1180-1 444 (500-1)		1180-1¼ 444 (500-1¼)	1180-1½ 444 (500-1½)
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)



ELEV 738 Rwy 9 ldg 4262' Rwy 27 ldg 4262'

TDZE 736

090° to RW09

MIRL Rwy 9-27 0

▼

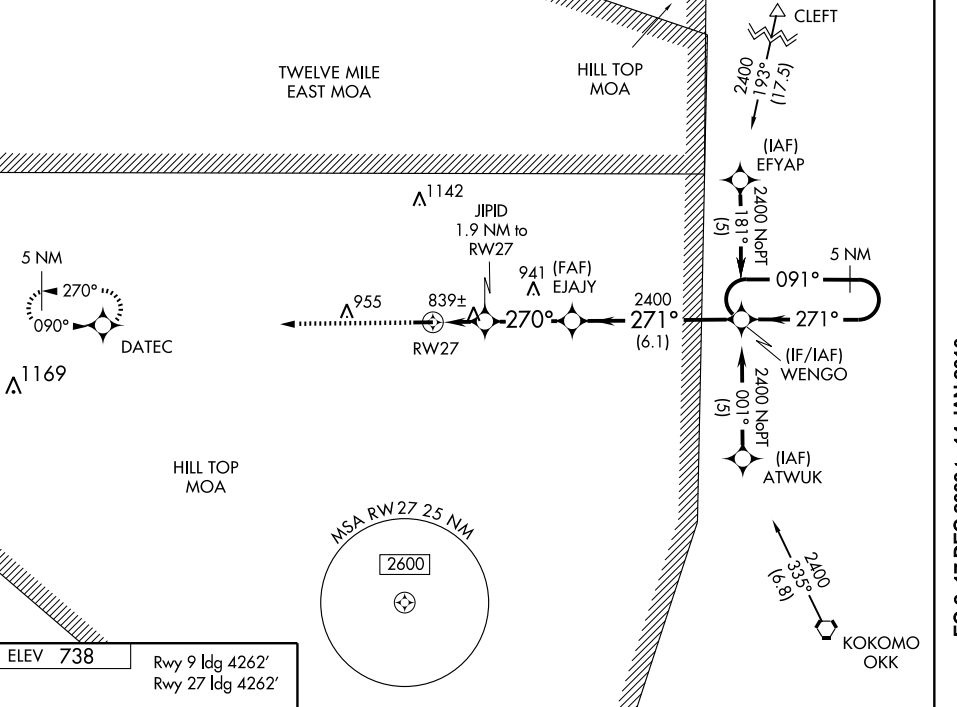
▲ NA

Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting and increase DA 91 feet and visibility all Cats ¼ mile; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct DATEC and hold.

GRISSEM APP CON *
121.05 379.3

UNICOM
122.8 (CTAF)



ELEV **738**

Rwy 9 Idg 4262'
Rwy 27 Idg 4262'

270° to RW27

4477 X 75

TDZE 738

2400

DATEC

VGSI and RNAV glidepath not coincident.

5 NM Holding Pattern

* LNAV only

JIPID 1.9 NM to RW27

EAJY

WENGO

091° → 2400



← 271°

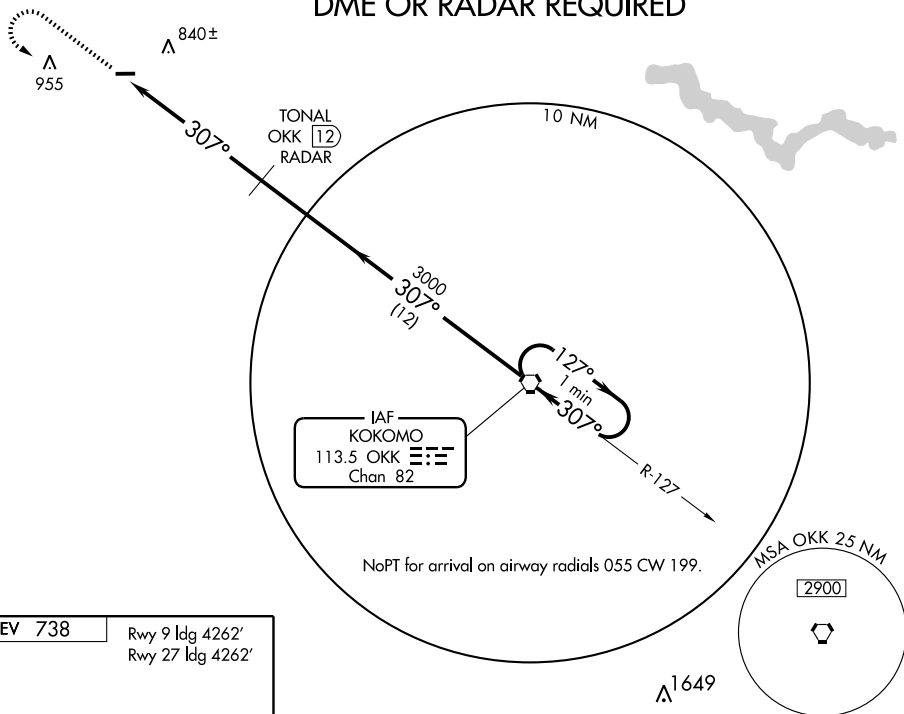
GS 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	988-1 250 (300-1)			
LNAV MDA	1100-1 362 (400-1)			1100-1½ 362 (400-1½)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)

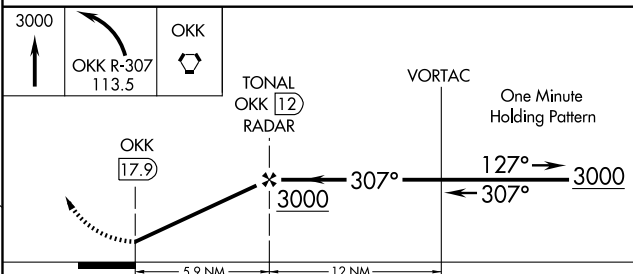
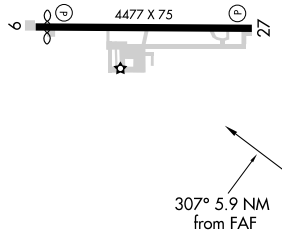
MIRL Rwy 9-27

EC-2, 17 DEC 2009 to 14 JAN 2010

 <p>Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000, then left turn via OKK R-307 to OKK VORTAC and hold.</p>
<p>GRISSEM APP CON ★ 121.05 379.3</p>	<p>UNICOM 122.8 (CTAF) </p>



EC-2, 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
CIRCLING	1140-1 402 (500-1)	1200-1 426 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1	502 (600-1)	1240-1½ 502 (600-1½)	1400-2 662 (700-2)

VORTAC OKK
113.5
Chan 82

APP CRS
270°

Rwy Idg 4262'
TDZE 738
Apt Elev 738

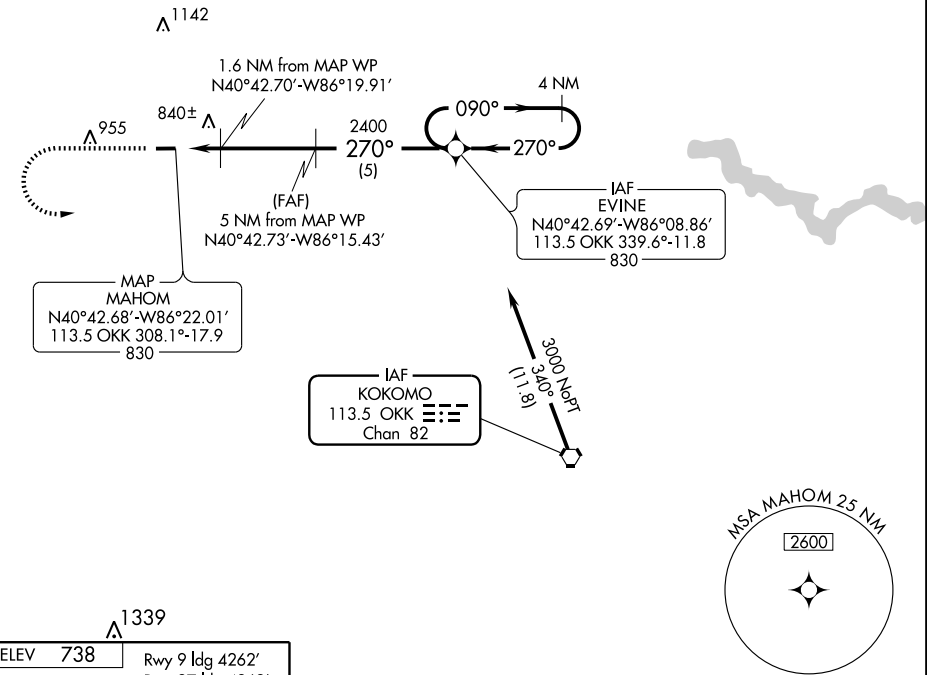
VOR/DME RNAV RWY 27
LOGANSPOUT/CASS COUNTY (GGP)

Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn direct EVINE WP and hold.

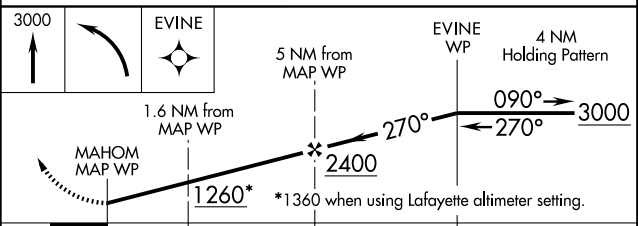
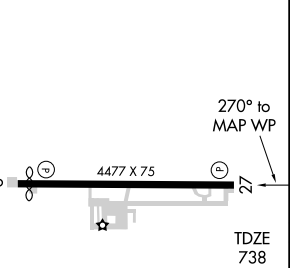
GRISSOM APP CON ★
121.05 379.3

UNICOM
122.8 (CTAF) 0



ELEV 738

Rwy 9 Idg 4262'
Rwy 27 Idg 4262'



CATEGORY	A	B	C	D
S-27	1100-1 362 (400-1)	1100-1¼ 362 (400-1¼)	1100-1½ 362 (400-1½)	1100-1¾ 362 (400-1¾)
CIRCLING	1140-1 402 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTINGS MINIMUMS				
S-27	1200-1 462 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1200-1¾ 462 (500-1¾)
CIRCLING	1240-1 502 (600-1)	1240-1¼ 502 (600-1¼)	1240-1½ 502 (600-1½)	1400-2 662 (700-2)

MIRL Rwy 9-27 0

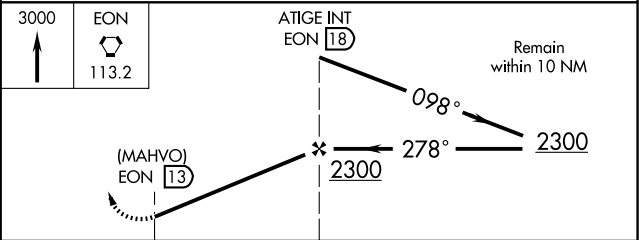
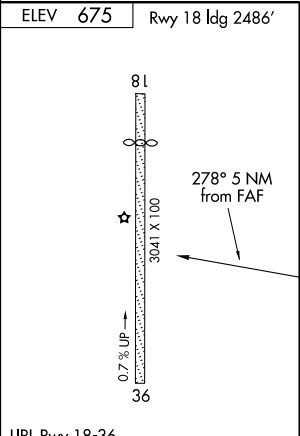
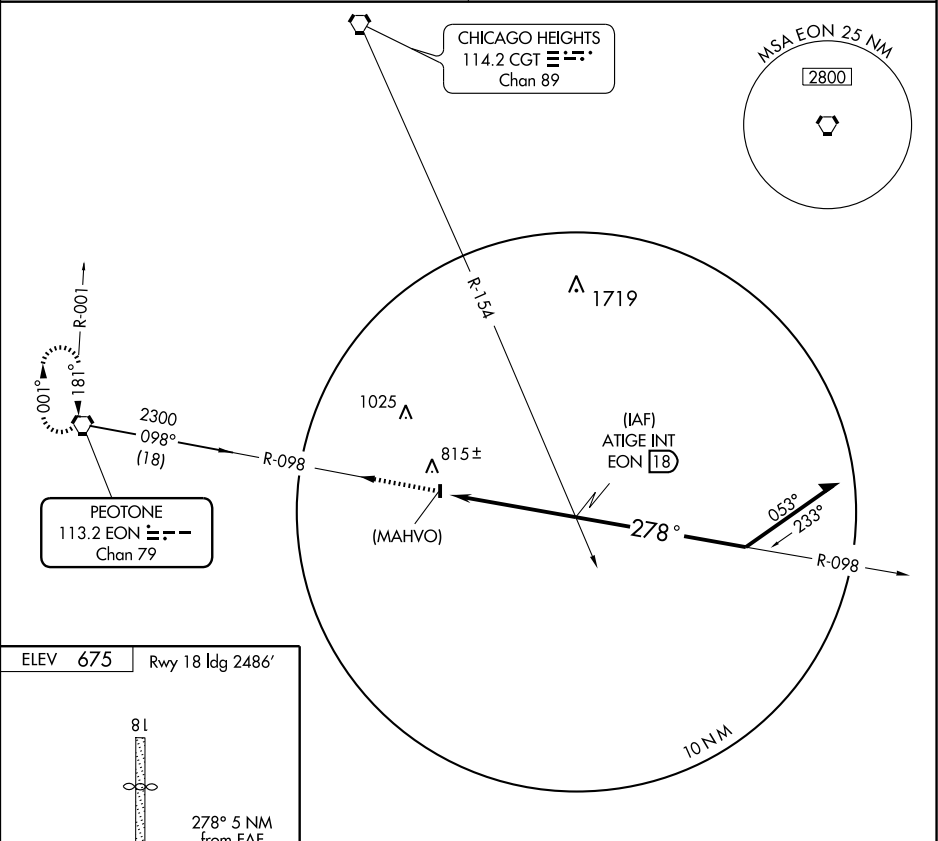
VOR or GPS-A
LOWELL (C97)

VORTAC EON 113.2 Chan 79	APP CRS 278°	Rwy Idg TDZE Apt Elev N/A N/A 675
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▼ Use Chicago Midway Intl Airport altimeter setting.
▲ NA Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climb to 3000 direct EON VORTAC and hold.

CHICAGO CENTER 132.95 272.7	CTAF 122.9
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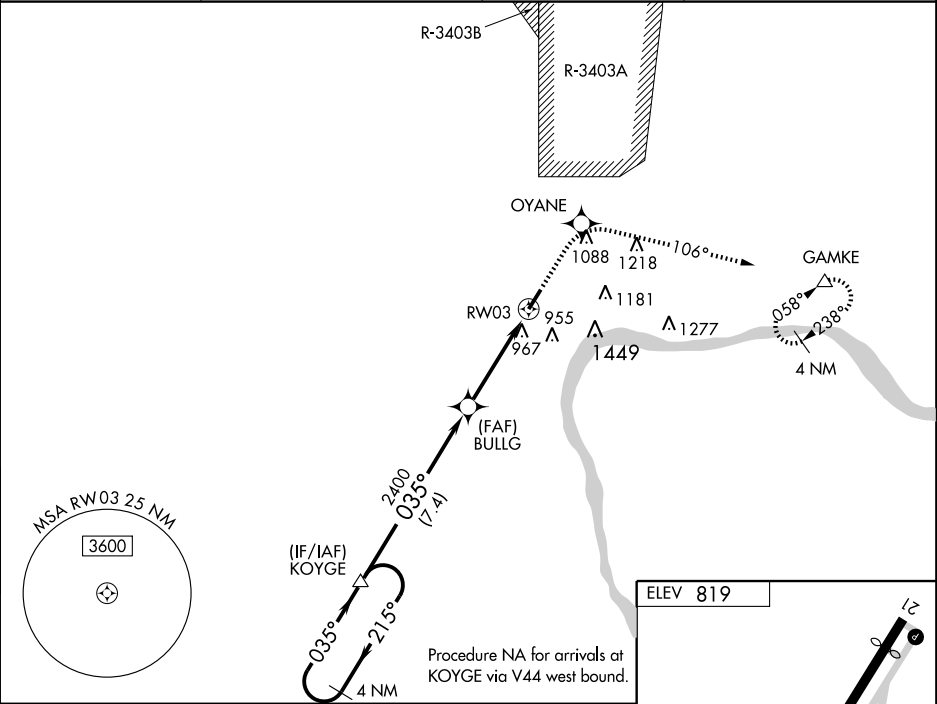
FAF to MAP 5 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1280-1	605 (700-1)	1280-1¾ 605 (700-1¾)	NA
Min:Sec	5:00	3:20	2:30	2:00	1:40					

WAAS CH 45708 W03A	APP CRS 035°	Rwy Idg TDZE Apt Elev	4742 812 819
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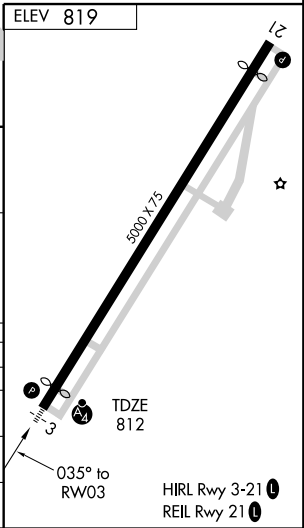
RNAV (GPS) RWY 3
MADISON MUNI (IMS)

<p>▼ ▲ NA</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all DA 115 feet, all MDA 120 feet, and increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.</p>	<p>MALSF</p> <p>MISSED APPROACH: Climb to 2700 direct OYANE and via 106° track to GAMKE and hold.</p>
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AWOS-3 119.175	LOUISVILLE APP CON 132.075 327.0	GCO 121.725	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		2700 OYANE 106° track GAMKE	
2700 ← 215° 035° →		BULLG	
GS 3.50° TCH 42		*1.2 NM to RW03	
2400		*LNAV only	
7.4 NM		2.9 NM	
CATEGORY	A	B	C
LPV DA	1203-1¼	391 (400-1¼)	NA
LNAV/VNAV DA	1321-1½	509 (600-1½)	NA
LNAV MDA	1300-1	488 (500-1)	1300-1¼ 488 (500-1¼)
CIRCLING	1340-1	521 (600-1)	1340-1½ 521 (600-1½)



VOR/DME RWY 3

MADISON MUNI (IMS)

VORTAC ABB	APP CRS	Rwy Idg	4742
112.4	037°	TDZE	812
Chan 71		Apt Elev	819

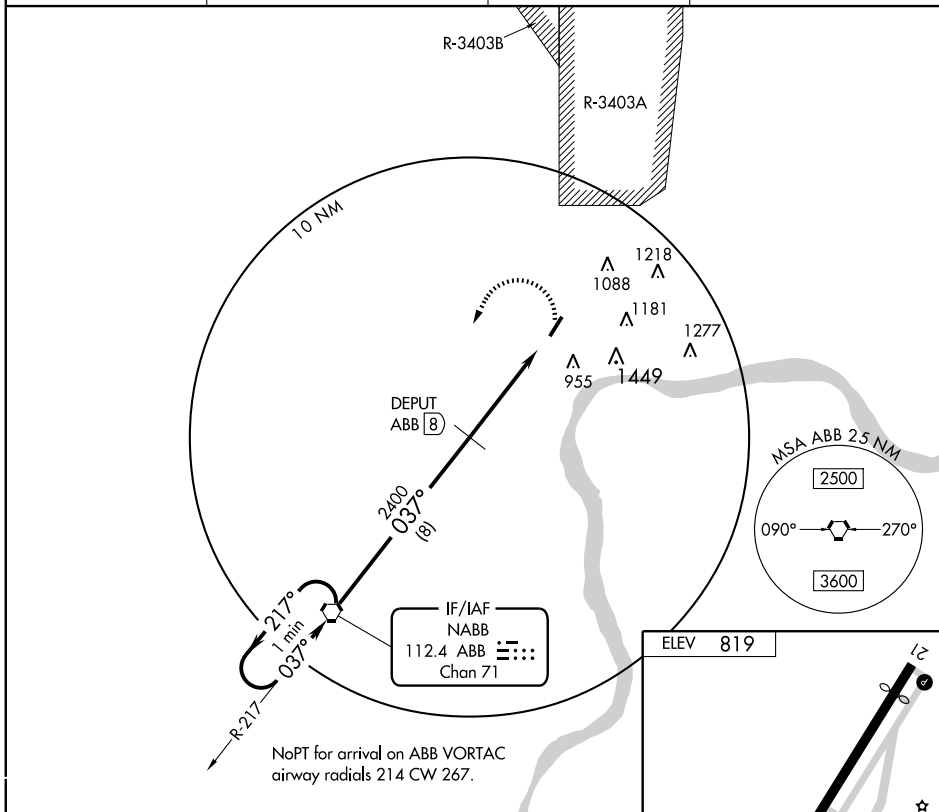
Visibility reduction by helicopters NA. VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all MDA 120 feet and S-3 Cat C visibility ½ mile, Circling Cat C visibility ¼ mile.

MAISF

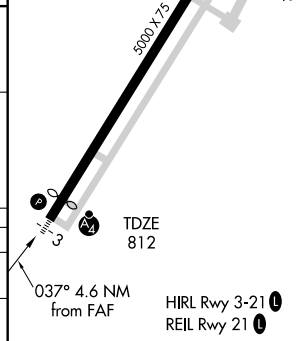


MISSED APPROACH:
 Climbing left turn to 2500
 direct ABB VORTAC
 and hold.

AWOS-3 119.175	LOUISVILLE APP CON 132.075 327.0	GCO 121.725	UNICOM 123.0 (CTAF)
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One Minute Holding Pattern		VORTAC		2500	ABB
					112.4
				DEPUT ABB 8	
				ABB 11.4	
				ABB 12.6	
				3.16°	
				TCH 42	
				8 NM	
				3.4 NM	
				1.2	
CATEGORY	A	B	C	D	
S-3	1300-1	488 (500-1)	1300-1¼ 488 (500-1¼)	NA	
CIRCLING	1340-1	521 (600-1)	1340-1½ 521 (600-1½)	NA	



LOC I-MZZ	APP CRS	Rwy Idg	6000
111.7	041°	TDZE	859
		Apt Elev	859

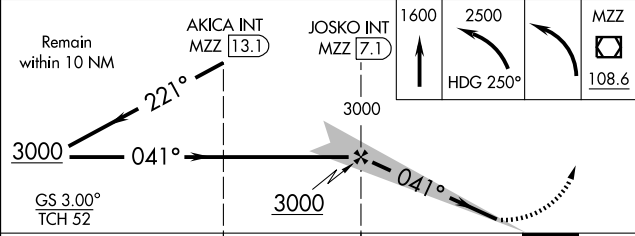
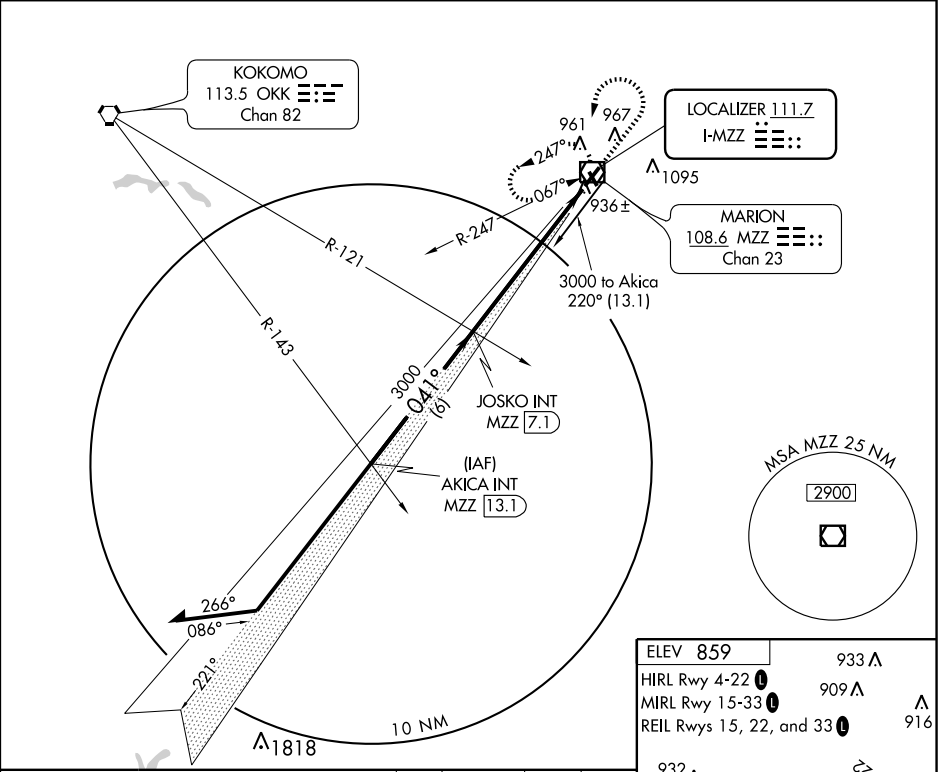
ILS or LOC RWY 4
MARION MUNI (MZZ)

▼ If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DH/MDAs 100 feet.
▲NA For inoperative MALSR increase S-LOC 4 Cat D visibility to 1.

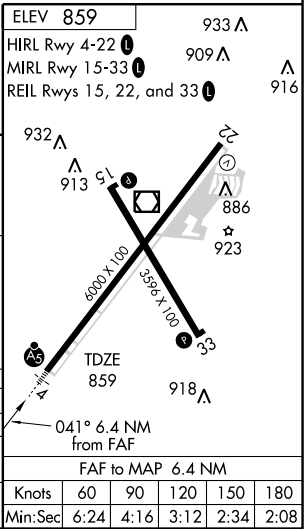
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2500 via heading 250°, then left turn direct MZZ VOR/DME and hold.

AWOS-3 108.6	GRISOM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 4	1063-½		204 (300-½)	
S-LOC 4	1200-½		341 (400-½)	1200-¾ 341 (400-¾)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)



WAAS CH 60906 W04A	APP CRS 041°	Rwy Idg TDZE Apt Elev	6000 859 859
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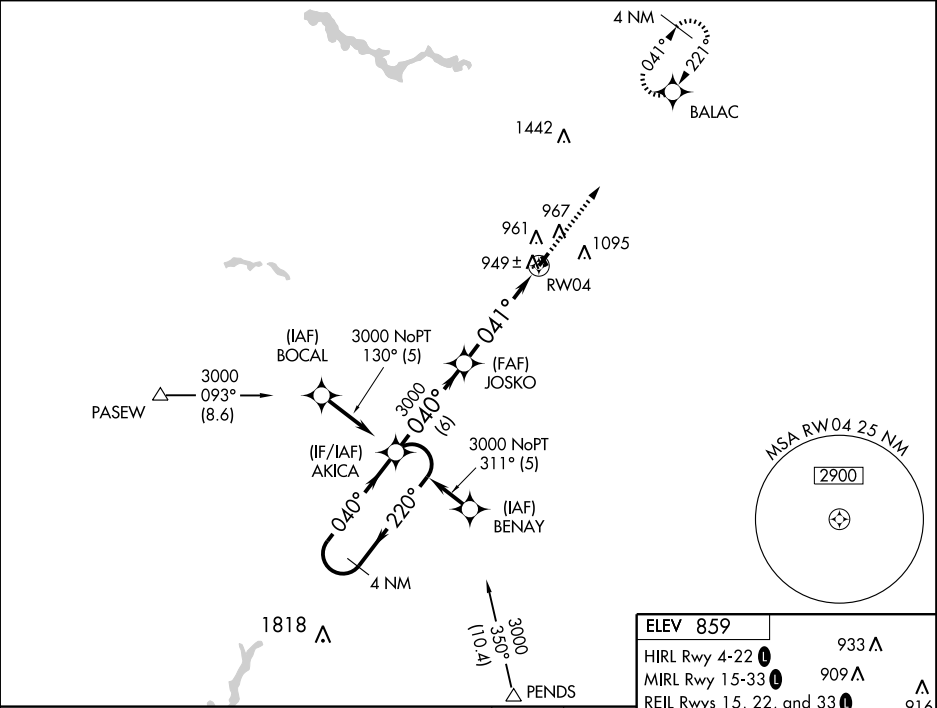
RNAV (GPS) RWY 4

MARION MUNI (MZZ)

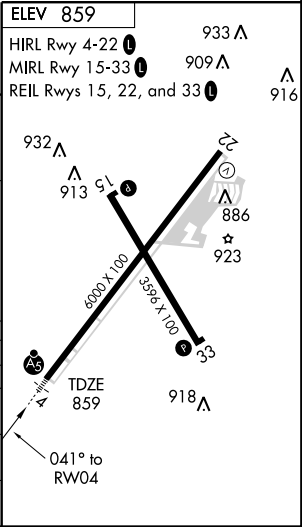
⚠ If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DA/MDAs 100 feet. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV Cat A/B/C visibilities to 1 and Cat D to 1¼. DME/DME RNP-0.3 NA. Baro VNAV NA below -16°C (4°F). VDP and Baro VNAV NA when using Fort Wayne Intl altimeter setting. When VGSi inop circling Rwy 15, 33 NA at night.

MALSR 	MISSED APPROACH: Climb to 3000 direct BALAC and hold.
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AWOS-3 108.6	GRISSEM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern				
AKICA				
JOCKO				
3000				
GS 3.00° TCH 52				
6 NM				
5.4 NM				
1				
CATEGORY	A	B	C	D
LPV DA	1110-¾ 251 (300-¾)			
LNAV/VNAV DA	1220-¾ 361 (400-¾)			
LNAV MDA	1240-¾ 381 (400-¾)			1240-1 381 (400-1)
CIRCLING	1280-1¼ 421 (500-1¼)	1320-1¼ 461 (500-1¼)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

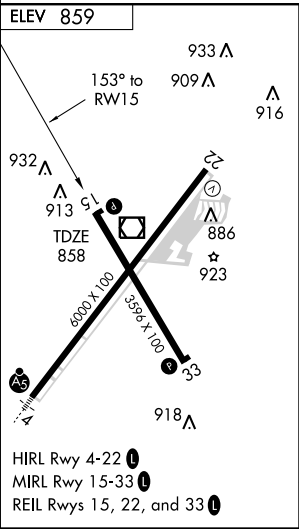
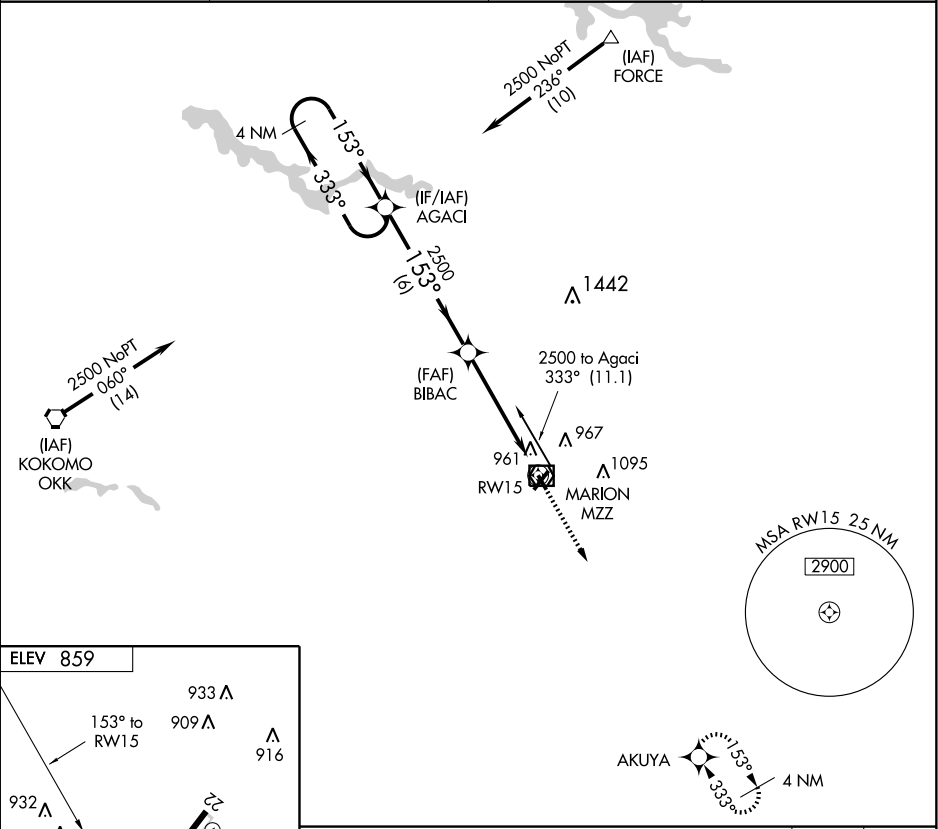





APP CRS	Rwy Idg	3596
153°	TDZE	858
	Apt Elev	859

RNAV (GPS) RWY 15
MARION MUNI (MZZ)

 If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 33 NA at night. When VGSI inop, straight-in/circling Rwy 15 procedure NA at night.	MISSED APPROACH: Climb to 2500 direct AKUYA and hold.
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AWOS-3 108.6	GRISOM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 
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4 NM Holding Pattern		AGACI	BIBAC	2500	AKUYA
					
2500 ← 333° 153° →			2500	153°	RWY 15
VGSI and descent angles not coincident.				3.00° TCH 37	
		6 NM	5 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)	
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)	

▼

▲ NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet.
When VGSI inop, circling Rwy 15 NA at night. Circling to Rwy 33 NA at night.

MISSED APPROACH: Climb to 3000 direct AKICA and hold.

AWOS-3 108.6	GRISSEM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrival at FORCE via V96 northeast bound.

CATEGORY	A	B	C	D
LNAV MDA	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1380-1¾ 521 (600-1¾)
CIRCLING	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1420-2 561 (600-2)

EC-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3596
333°	TDZE	858
	Apt Elev	859

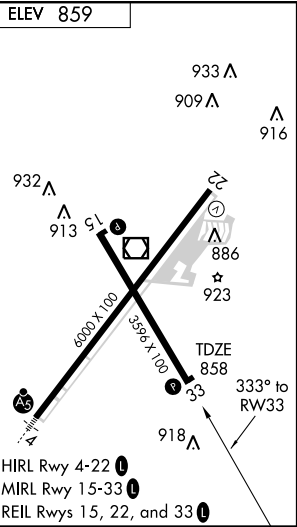
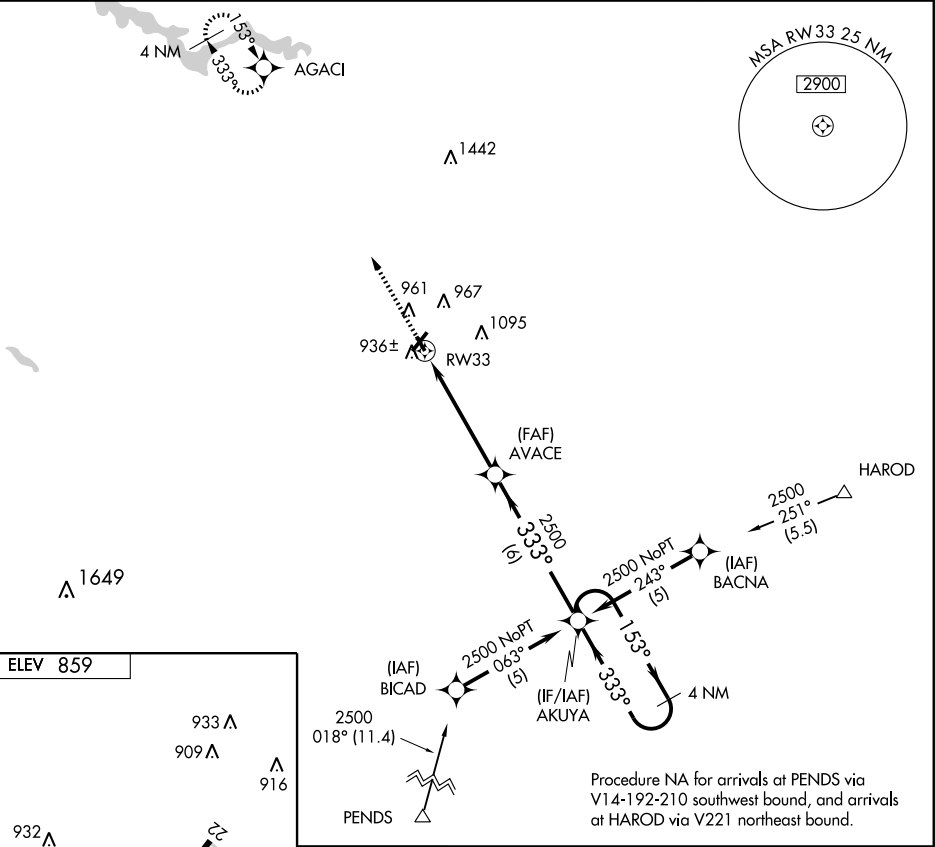
RNAV (GPS) RWY 33
MARION MUNI (MZZ)

▼ If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night. When VGSI inop, straight-in/circling Rwy 33 procedure NA at night.

▲ NA

MISSED APPROACH: Climb to 2500 direct AGACI and hold.

AWOS-3 108.6	GRISSEM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 0
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2500	AGACI	AVACE	AKUYA	4 NM Holding Pattern
RW33	333°	2500	153°	2500
5.1 NM	6 NM			
CATEGORY	A	B	C	D
LNAV MDA	1200-1	342 (400-1)		1200-1 ¼ 342 (400-1 ¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1 ½ 461 (500-1 ½)	1420-2 561 (600-2)

VOR/DME MZZ	APP CRS	Rwy Idg	6000
<u>108.6</u>	034°	TDZE	859
Chan 23		Apt Elev	859

VOR RWY 4
MARION MUNI (MZZ)

T If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all MDAs 100 feet.

A NA For inoperative MALSR, increase Cat D visibility to 1 ¼.

MALSR



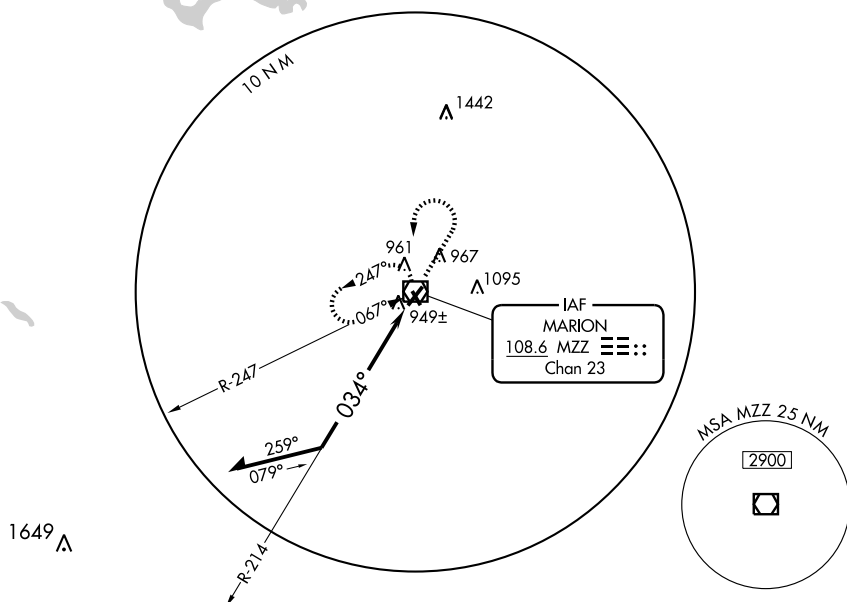
MISSED APPROACH: Climb to 2500 then left turn direct MZZ VOR/DME and hold.

AWOS-3
108.6

GRISSOM APP CON ★
121.05 379.3

CLNC DEL
120.0

UNICOM
122.7 (CTAF) **L**



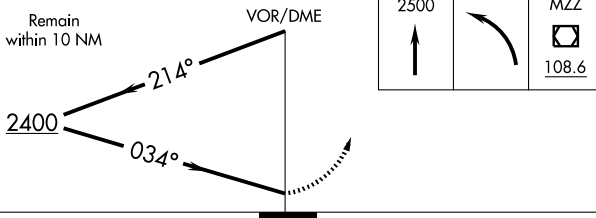
Remain
within 10 NM

VOR/DME

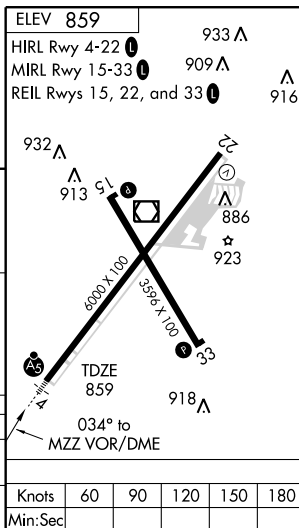
2500

MZZ

108 6

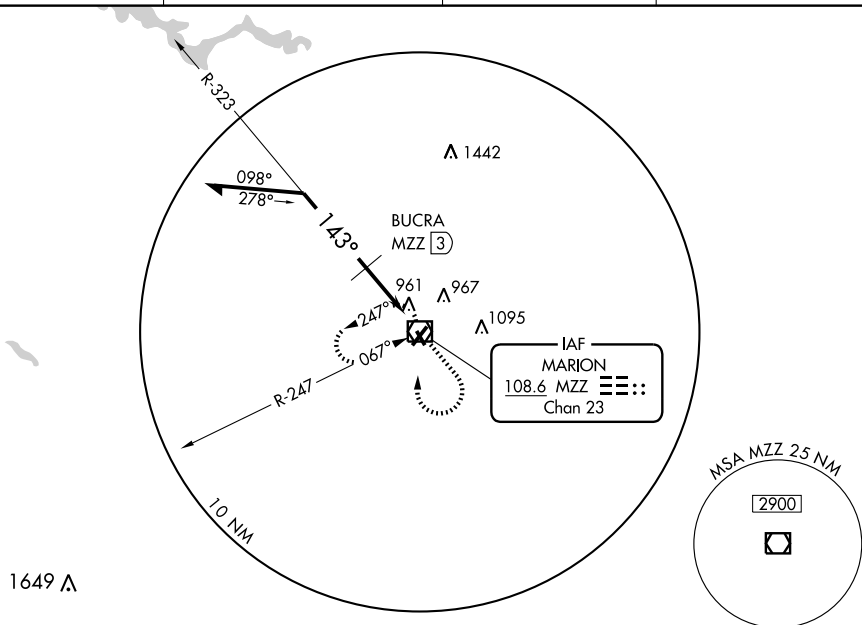


CATEGORY	A	B	C	D
S-4	1260- $\frac{1}{2}$	401 (500- $\frac{1}{2}$)	1260- $\frac{3}{4}$ 401 (500- $\frac{3}{4}$)	1260-1 401 (500-1)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$)	1420-2 561 (600-2)

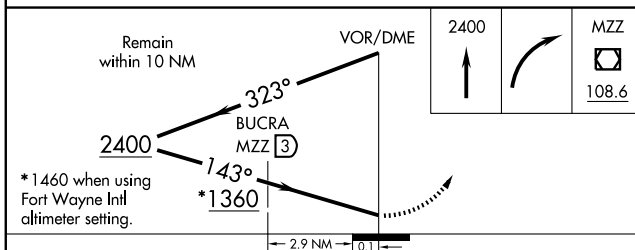


MARION MUNI (MZZ)

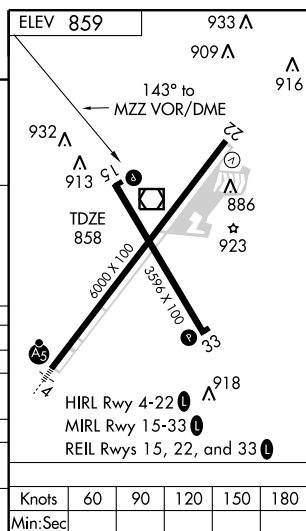
MISSED APPROACH: Climb to 2400 then right turn direct MZZ VOR/DME and hold.

UNICOM
122.7 (CTAF) **L**

EC-2, 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
S-15	1360-1	502 (600-1)	1360-1½	502 (600-1½)
CIRCLING	1360-1	501 (600-1)	1360-1½ 501 (600-1½)	1420-2 561 (600-2)
BUCRA FIX MINIMUMS				
S-15	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-½)	1420-2 561 (600-2)



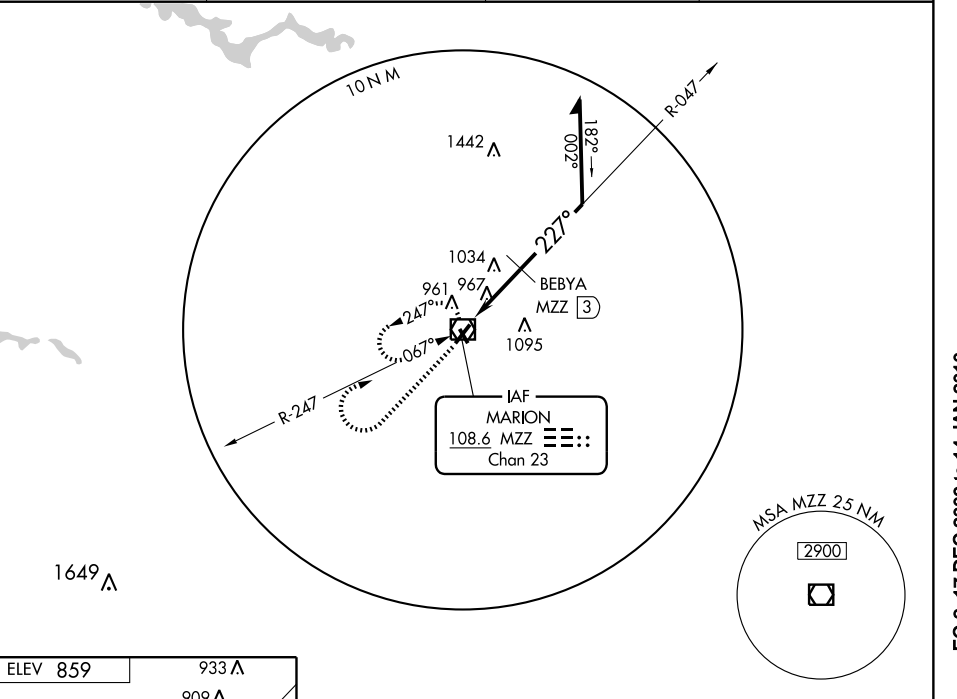
▼

▲ NA

If local altimeter setting not received, use Fort Wayne
Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2500 then
right turn direct MZZ VOR/DME and hold.

AWOS-3 108.6	GRISSEM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 0
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ELEV 859

933 A

909 A

227° to
MZZ VOR/DME

932 A

913 A

TDZE 859

886

923

6000 X 100

3500 X 100

918 A

HIRL Rwy 4-22

MIRL Rwy 15-33

REIL Rws 15, 22, and 33

2500

↑

↻

MZZ
108.6

VOR/DME

047°

BEBYA
MZZ [3]

227°


2500

*1500

0.3 2.7 NM

Remain
within 10 NM

*1600 when using Fort Wayne
Intl altimeter setting.

						CATEGORY					A		B		C		D	
						S-22		1500-1		641 (700-1)		1500-1¾ 641 (700-1¾)		1500-2 641 (700-2)				
						CIRCLING		1500-1		641 (700-1)		1500-1¾ 641 (700-1¾)		1500-2 641 (700-2)				
						BEBYA FIX MINIMUMS												
						S-22		1340-1		481 (500-1)		1340-1¼ 481 (500-1¼)		1340-1½ 481 (500-1½)				
						CIRCLING		1340-1		481 (500-1)		1340-1½ 481 (500-1½)		1420-2 561 (600-2)				
Knots		60	90	120	150	180												
Min:Sec																		

EC-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4100
218°	TDZE	655
	Apt Elev	655

GPS RWY 20

MICHIGAN CITY MUNI (MGC)

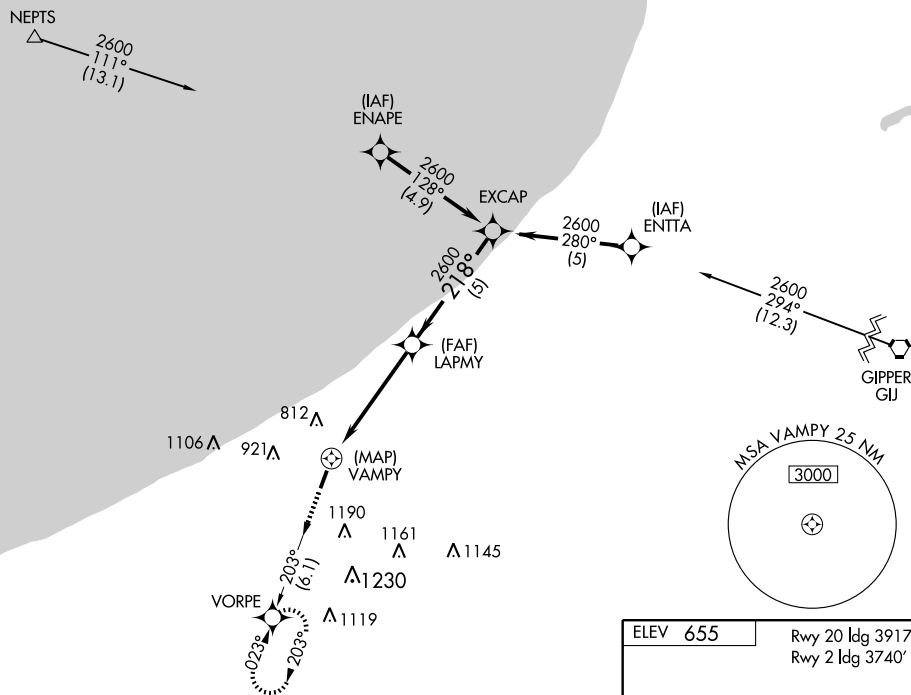
T Use South Bend altimeter setting.

A NA


MISSED APPROACH: Climb to 3000
via 203° course to VORPE WP and hold.

SOUTH BEND APP CON ★
118.55

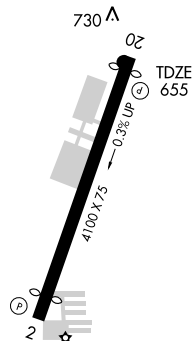
CLNC DEL
134.8

UNICOM
122.7 (CTAF) **L**

EC-2, 17 DEC 2009 to 14 JAN 2010

3000 ↑ CRS 203°	VORPE 
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ELEV 655	Rwy 20 ldg 3917'
	Rwy 2 ldg 3740'



	0.5	5 NM		5 NM		
CATEGORY	A		B		C	D
S-20	1240-1		585 (600-1)		1240-1½ 585 (600-1½)	NA
CIRCLING	1240-1 585 (600-1)		1280-1 625 (700-1)		1280-1¾ 625 (700-1¾)	NA

REIL Rwy 20 **L**
MIRL Rwy 2-20 **L**

NA

Use South Bend altimeter setting.

MISSED APPROACH: Climb to 3000 via GJ
R-260 to JAYMR Int/27 DME and hold.

SOUTH BEND APP CON ★
118.55

CLNC DEL
134.8

UNICOM
122.7 (CTAF) 0

ELEV 655 Rwy 20 Idg 3917' Rwy 2 Idg 3740'

REIL Rwy 20 0
MIRL Rwy 2-20 0

CATEGORY	A	B	C	D	FAF to MAP 5.8 NM					
CIRCLING	1540-1¼	885 (900-1¼)	1540-2¾ 885 (900-2¾)	NA	Knots	60	90	120	150	180
					Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 17 DEC 2009 to 14 JAN 2010

D



LOC I-JNK <u>109.1</u>	APP CRS 319°	Rwy Idg 6500 TDZE 937 Apt Elev 937
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ILS RWY 32

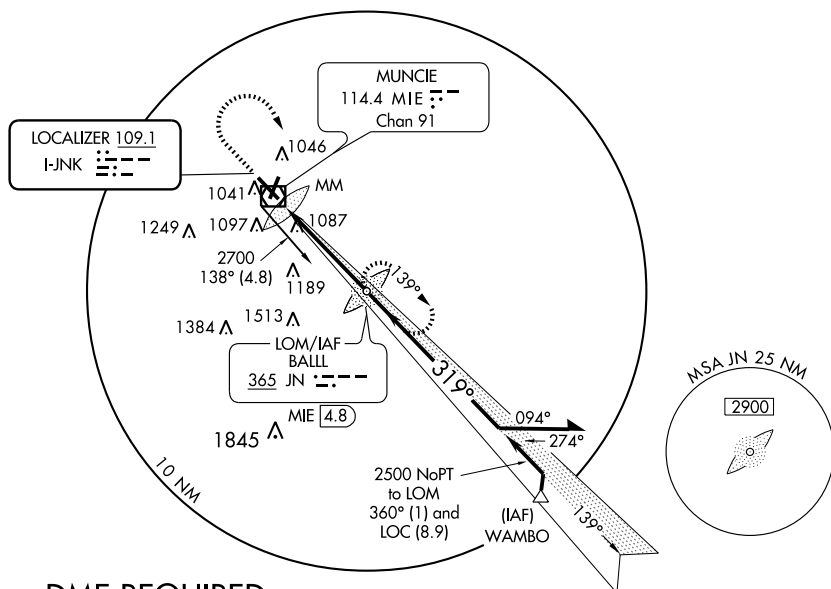
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

T When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting.

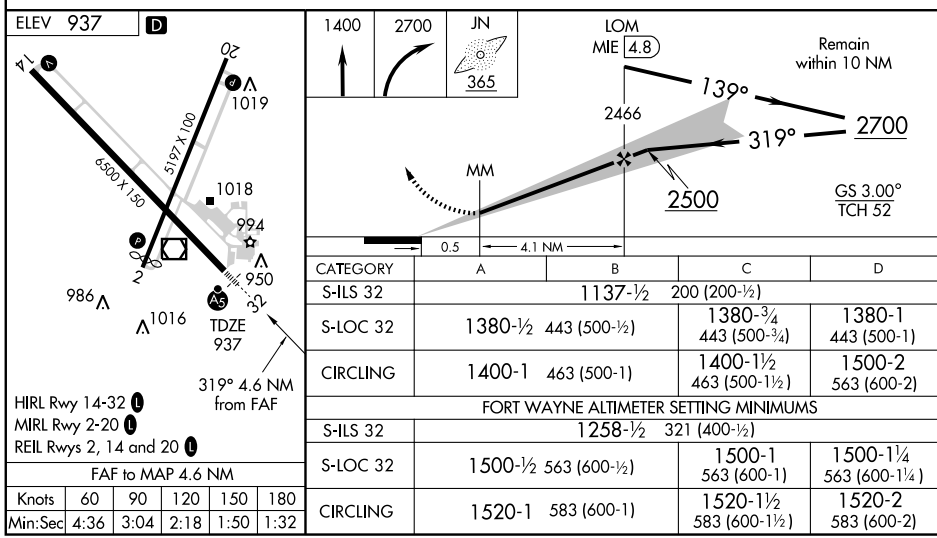
MALSR
A5

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct BALLL and hold.

ATIS 133.25	INDIANAPOLIS CENTER 120.65 317.8	MUNCIE TOWER * 120.1 (CTAF) 0 379.8	GND CON 121.9	UNICOM 122.95
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ADF or DME REQUIRED



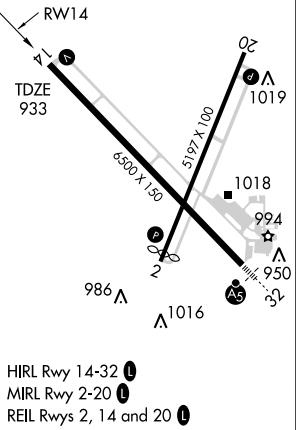
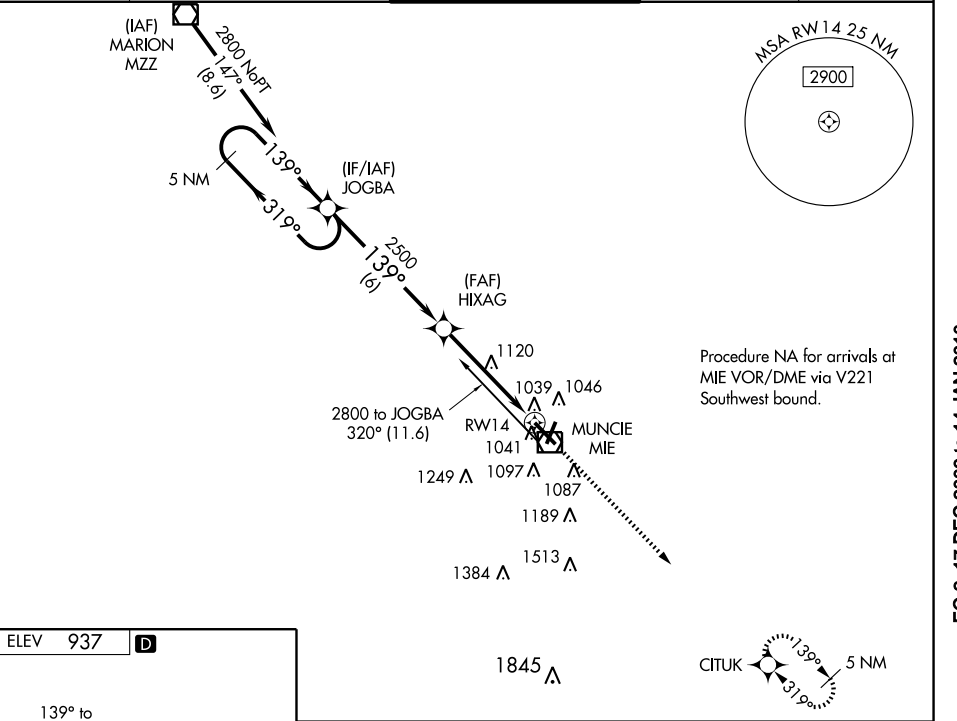
▼

▲

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 2900 direct CITUK and hold.

ATIS 133.25	INDIANAPOLIS CENTER 120.65 317.8	MUNCIE TOWER ★ 120.1(CTAF) 379.8	GND CON 121.9	UNICOM 122.95
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5 NM Holding Pattern				
JOGBA				
2800 ← 319° / 139° →				
GS 3.00° TCH 50				
HIXAG				
2500				
*1.4 NM to RW14				
*LNAV only				
6 NM 3.3 NM 1.4				
CATEGORY	A	B	C	D
LPV DA	1202-1		269 (300-1)	
LNAV/VNAV DA	1289-1¼		356 (400-1¼)	
LNAV MDA	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1420-1¼ 483 (500-1¼)		1420-1½ 483 (500-1½)	1500-2 563 (600-2)

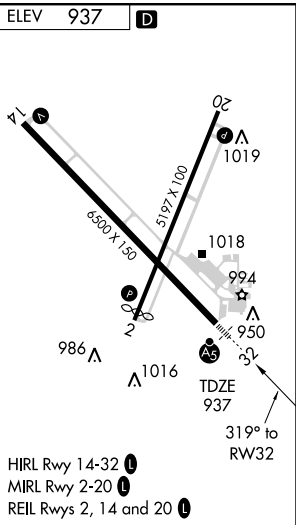
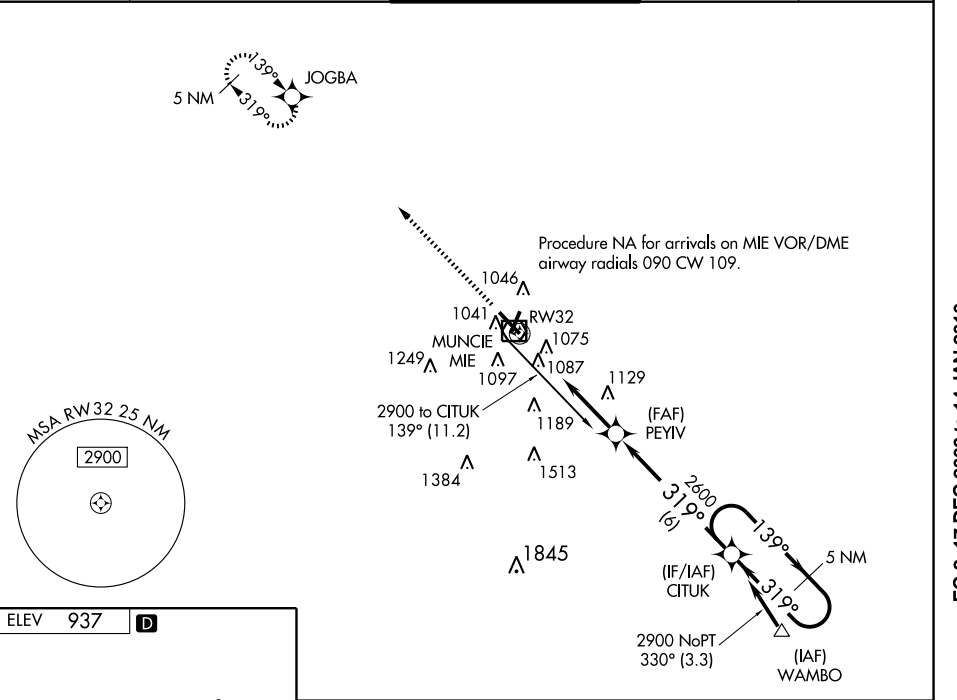
WAAS CH 72601 W32A	APP CRS 319°	Rwy Idg TDZE Apt Elev	6500 937 937
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⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°C). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet. For inoperative MALSR, increase LPV all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2800 direct JOGBA and hold.

ATIS 133.25	INDIANAPOLIS CENTER 120.65 317.8	MUNCIE TOWER ★ 120.1 (CTAF) 0 379.8	GND CON 121.9	UNICOM 122.95
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2800	JOGBA	5 NM Holding Pattern			
PEYIV		CITUK		2900	
*1.2 NM to RW32		*LNAV only		GS 3.00° TCH 52	
RW32		2600		139°	
1.2		3.8 NM		6 NM	
CATEGORY	A	B	C	D	
LPV DA	1241-½ 304 (400-½)				
LNAV/VNAV DA	1396-1 459 (500-1)				
LNAV MDA	1380-½ 443 (500-½)		1380-¾ 443 (500-¾)	1380-1 443 (500-1)	
CIRCLING	1380-1½ 443 (500-1½)		1400-1½ 463 (500-1½)		1500-2 563 (600-2)

EC-2, 17 DEC 2009 to 14 JAN 2010

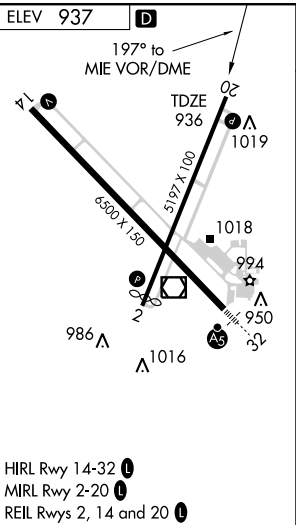
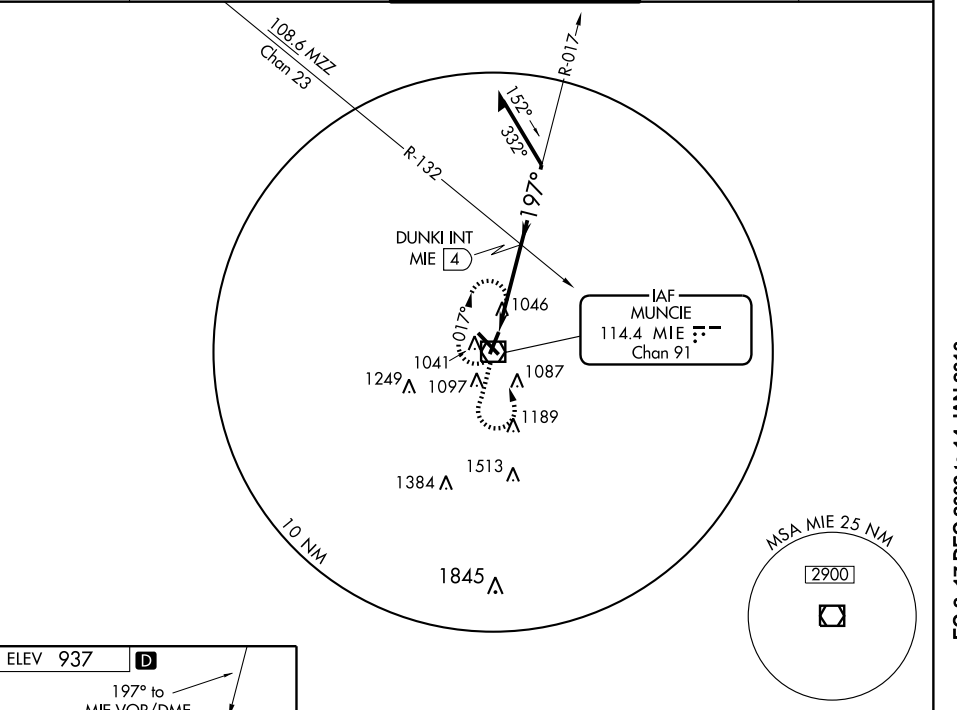
▼

▲

When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting and increase all MDAs 120 feet and CATs C and D visibilities ½ mile.

MISSED APPROACH: Climb to 2500 then left turn direct MIE VOR/DME and hold.

ATIS 133.25	INDIANAPOLIS CENTER 120.65 317.8	MUNCIE TOWER ★ 120.1(CTAF) 379.8	GND CON 121.9	UNICOM 122.95
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2500	MIE 114.4	VOR/DME	017°	DUNKIN' INT MIE 4	197°	2300	Remain within 10 NM
*1620 when using Fort Wayne altimeter setting.							
0.7 3.3 NM							
CATEGORY	A	B	C	D			
S-20	1500-1	564 (600-1)	1500-1½ 564 (600-1½)	1500-1¾ 564 (600-1¾)			
CIRCLING	1500-1	563 (600-1)	1500-1½ 563 (600-1½)	1520-2 583 (600-2)			
DUNKIN' INT/4 DME MINIMUMS							
S-20	1440-1	504 (600-1)	1440-1½	504 (600-1½)			
CIRCLING	1440-1	503 (600-1)	1440-1½ 503 (600-1½)	1520-2 583 (600-2)			

HIRL Rwy 14-32
MIRL Rwy 2-20
REIL Rws 2, 14 and 20

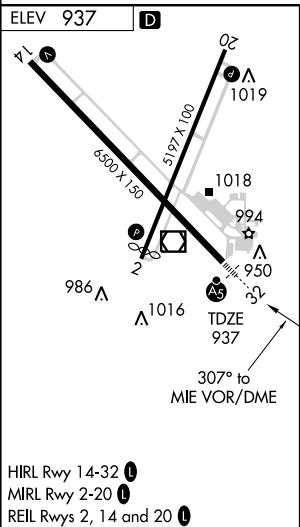
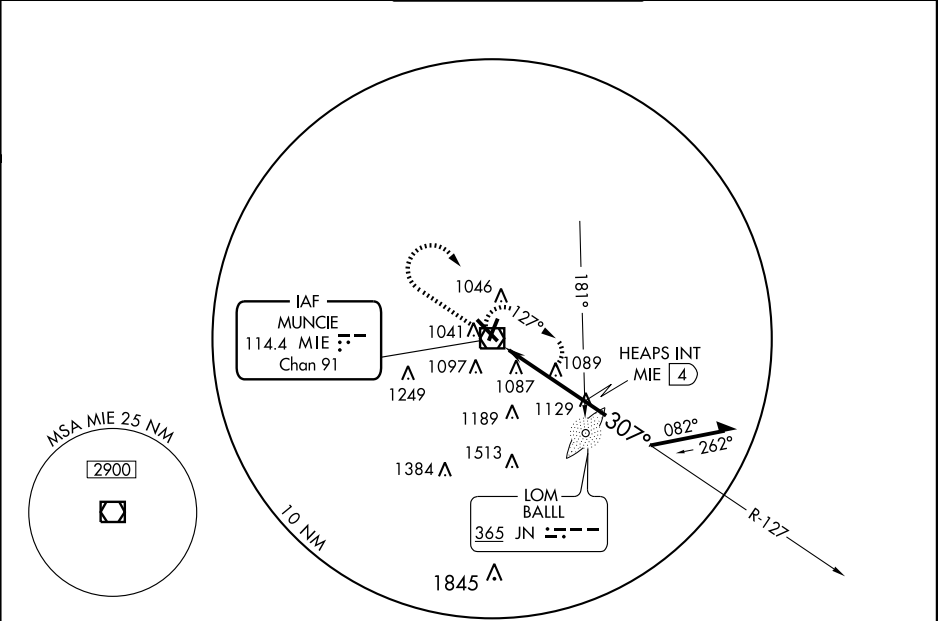
VOR RWY 32




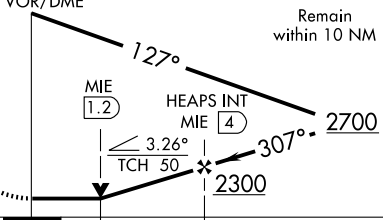
VOR/DME MIE 114.4 Chan 91	APP CRS 307°	Rwy Idg TDZE Apt Elev	6500 937 937
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MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

<p>▼ If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply to Cats C and D. For inoperative MALSR, increase S-32 Cats A and B visibility to 1 mile. DME or ADF REQUIRED.</p> <p>▲</p>	<p>MALSR</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 2700 then right turn direct MIE VOR/DME and hold.</p>
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ATIS 133.25	INDIANAPOLIS CENTER 120.65 317.8	MUNCIE TOWER ★ 120.1(CTAF) 379.8	GND CON 121.9	UNICOM 122.95
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<div>2700</div> <div></div>		<div></div> <div>MIE</div> <div></div> <div>114.4</div>	<div>VOR/DME</div> <div></div> <div>Remain within 10 NM</div>			
CATEGORY	A	B	C	D		
S-32	1340-3/4	403 (500-3/4)	1340-1 1/4	403 (500-1 1/4)		
CIRCLING	1400-1	463 (500-1)	1400-1 1/2 463 (500-1 1/2)	1500-2 563 (600-2)		

VORTAC GSH 113.7 Chan 84	APP CRS 318°	Rwy Idg TDZE Apt Elev	N/A N/A 860
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VOR/DME or GPS-A
NAPPANEE MUNI (C03)


T
A NA Use South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF)

^Δ 1918

GOSHEN
113.7 GSH 
Chan 84

MSA GSH 25 NM

3000

← R-270 — 090° — 2500 to Milor
GSH 12
138° (12)

 $\Delta 1040 \pm$

—A 975

(MAFDE)

(IAF) /
MILOR
GSH 12

2500
318° (10) -

GSH 22

IAF
WOLF LAKE
110.4 OLK

2500 N
— 275°
(9.3)

ELEV 860

Rwy 27 ldg 3485'
Rwy 9 ldg 3425'

2500

GSH

110 -

MILOR
GSH [12]

within 10 NM

318° 5.6 NM
from FAF

(MAFDE)
GSH 6.4

2500

CATEGORY

A

B

C

D

CIRCLING

$$\frac{1400-1}{540(600-1)}$$

1420-1
560 (600-1)

NA

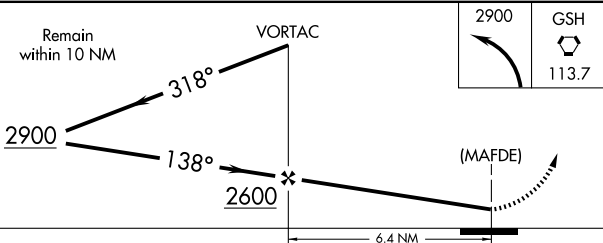
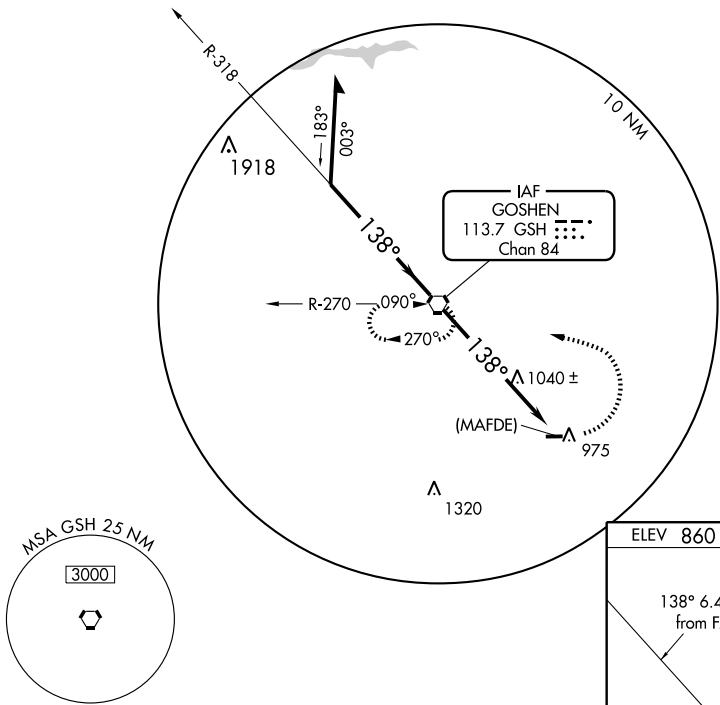
VORTAC GSH 113.7 Chan 84	APP CRS 138°	Rwy Idg TDZE Apt Elev	N/A N/A 860
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Use South Bend altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct to GSH VORTAC and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF)

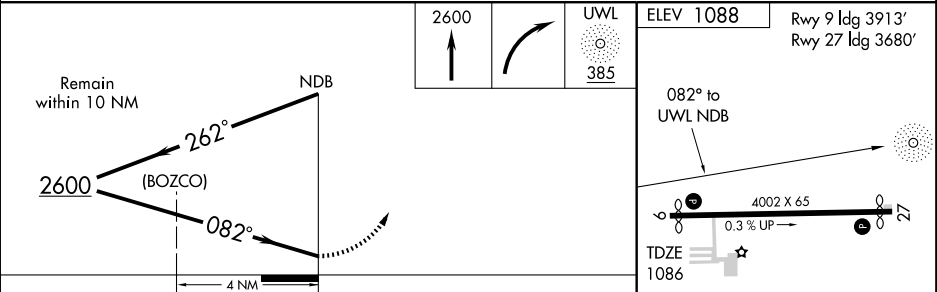
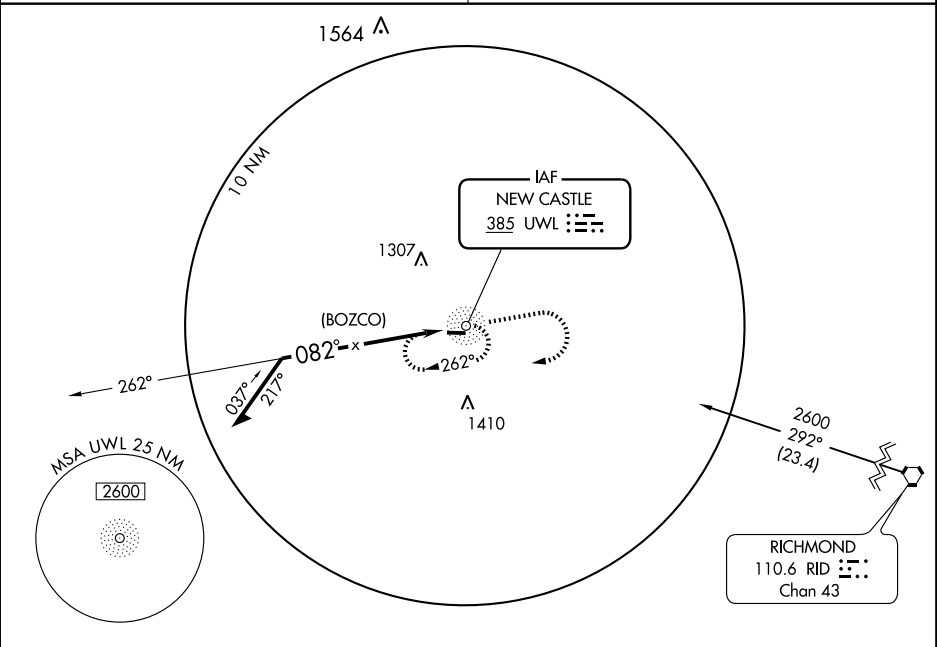


CATEGORY	A	B	C	D	FAF to MAP 6.4 NM					
CIRCLING	1400-1	1420-1	NA		Knots	60	90	120	150	180
	540 (600-1)	560 (600-1)			Min:Sec	6:24	4:16	3:12	2:34	2:08

NDB UWL	APP CRS	Rwy Idg	3913
385	082°	TDZE	1086
		Apt Elev	1088

NDB or GPS RWY 9
NEW CASTLE-HENRY COUNTY MUNI (UWL)

▲ NA	Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.	MISSED APPROACH: Climb to 2600 then right turn direct UWL NDB and hold.
INDIANAPOLIS APP CON 135.45 317.8		UNICOM 123.05 (CTAF) 0



CATEGORY	A	B	C	D
S-9	1620-1 534 (600-1)		1620-1½ 534 (600-1½)	1620-1¾ 534 (600-1¾)
CIRCLING	1620-1 532 (600-1)		1620-1½ 532 (600-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-9	1760-1 674 (700-1)		1760-2 674 (700-2)	1760-2¼ 674 (700-2¼)
CIRCLING	1760-1 672 (700-1)		1760-2 672 (700-2)	1760-2¼ 672 (700-2¼)

MIRL Rwy 9-27 0					
REIL Rws 9 and 27 0					
Knots	60	90	120	150	180
Min:Sec					

NDB RWY 27

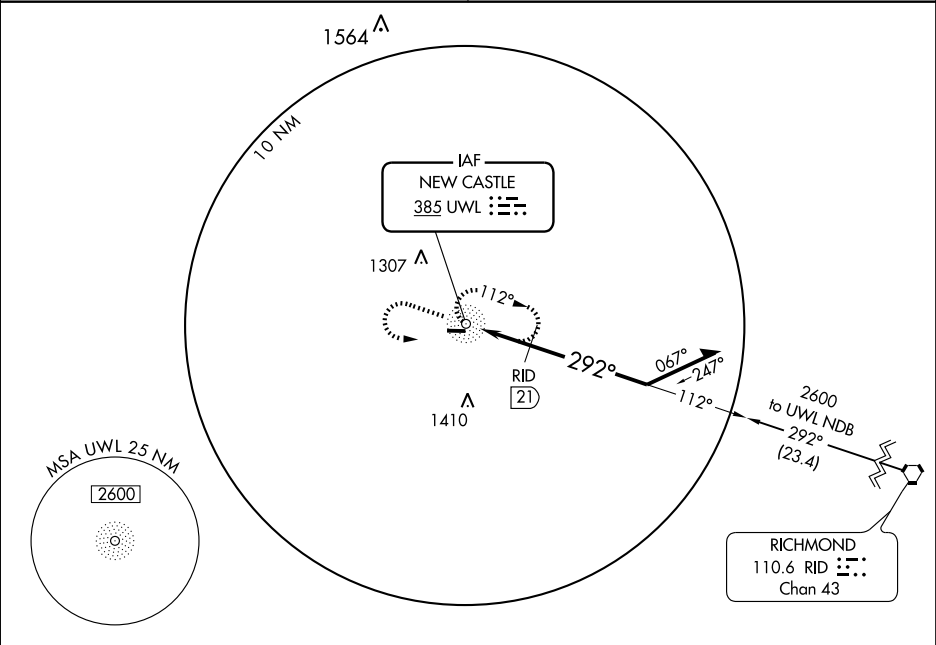
NEW CASTLE-HENRY COUNTY MUNI (UWL)

NDB UWL	APP CRS	Rwy Idg	3680
385	292°	TDZE	1087
		Apt Elev	1088

⚠ NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting, increase all MDAs 160 feet and Cat C and D visibilities ½ mile.

MISSED APPROACH: Climb to 2600 then left turn direct UWL NDB and hold.

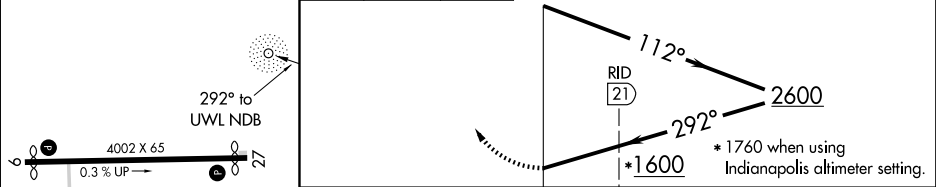
INDIANAPOLIS APP CON 135.45 317.8	UNICOM 123.05 (CTAF) 0
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ELEV 1088 Rwy 9 Idg 3913' Rwy 27 Idg 3680'

2600 UWL 385

Remain within 10 NM



CATEGORY		A	B	C	D
S-27		1600-1	513 (600-1)	1600-1½ 513 (600-1½)	1600-1¾ 513 (600-1¾)
CIRCLING		1600-1	512 (600-1)	1600-1½ 512 (600-1½)	1640-2 552 (600-2)
DME MINIMUMS					
S-27		1540-1	453 (500-1)	1540-1¼ 453 (500-1¼)	1540-1½ 453 (500-1½)
CIRCLING		1540-1	452 (500-1)	1540-1½ 452 (500-1½)	1640-2 552 (600-2)
Knots	60	90	120	150	180
Min:Sec					

⚠ NA

Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.

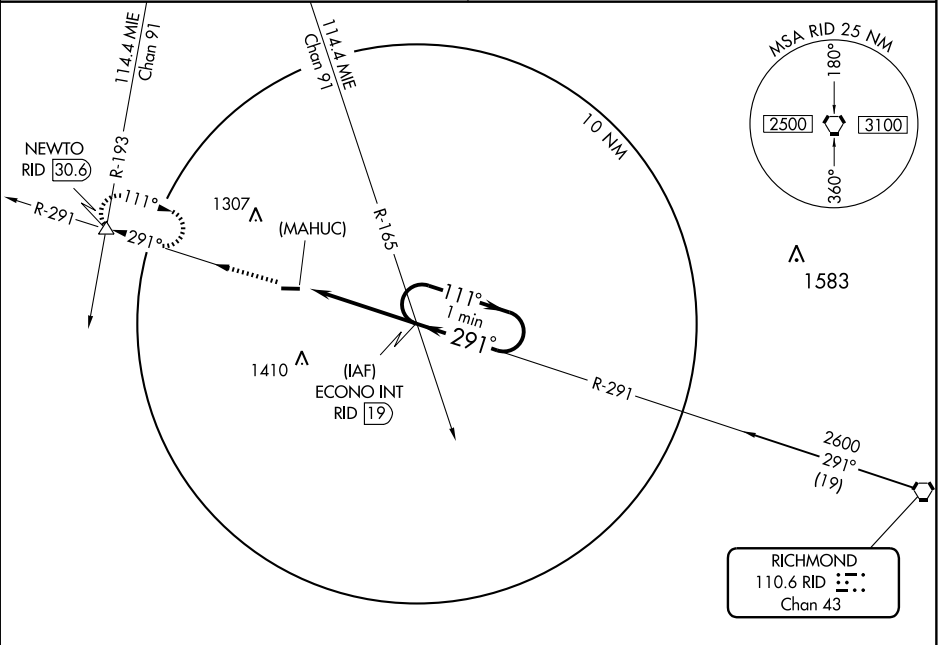
MISSED APPROACH: Climb to 3000 via RID R-291 to NEWTO Int and hold.

INDIANAPOLIS APP CON

135.45 317.8

UNICOM

123.05 (CTAF)



ELEV 1088

Rwy 9 Idg 3913'

Rwy 27 Idg 3680'

3000

RID R-291 110.6

NEWTO Δ

291° 4.4 NM from FAF

4002 X 65

0.3% UP

TDZE 1087

ECONO INT RID **[19]**

One Minute Holding Pattern

111° 2600

291°

MAHUC RID **[23.4]**

4.4 NM

CATEGORY	A	B	C	D
S-27	1560-1 473 (500-1)	1560-1¼ 473 (500-1¼)	1560-1½ 473 (500-1½)	1560-1¾ 473 (500-1¾)
CIRCLING	1560-1 472 (500-1)	1560-1¼ 472 (500-1¼)	1560-1½ 472 (500-1½)	1640-2 552 (600-2)

INDIANAPOLIS ALTIMETER SETTING

S-27	1700-1 613 (700-1)	1700-1¼ 613 (700-1¼)	1700-1½ 613 (700-1½)	1700-1¾ 613 (700-1¾)
CIRCLING	1700-1 612 (700-1)	1700-1¼ 612 (700-1¼)	1700-1½ 612 (700-1½)	1700-2 612 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

MIRL Rwy 9-27

REIL Rwy 9 and 27

WAAS CH 70713 W05A	APP CRS 050°	Rwy Idg 5002 TDZE 757 Apt Elev 757
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RNAV (GPS) RWY 5

NORTH VERNON (OVO)

▼	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.
▲	NA VDP and Baro-VNAV NA when using Shelbyville altimeter setting.

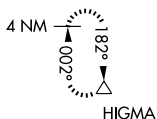
MISSED APPROACH: Climb to 2800 direct KONVY and via track 353° to HIGMA and hold.

AWOS-3
120.625

INDIANAPOLIS CENTER
124.775 269.45

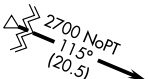
UNICOM
122.7 (CTAF) **L**

MISSED APCH FIX



Procedure NA for arrivals at HOUSE via V53 northwest bound.

(IAF)
HOUSE

MUSCATATUCK NATIONAL
WILDLIFE REFUGE

Procedure NA for arrivals at NABB
VORTAC via V51 southbound.

4 NM
Holding Pattern

NURBE

GUDLY

2800

KONVY

HIGMA

2700 ← 230°
050° → 2700
GS 3.00°

VGSI and RNAV glidepath not coincident

2300

--	--

1

*LNAV only

CATEGORY

	2017	2018
B		

D

LNAV/_

...

LNAV MDA

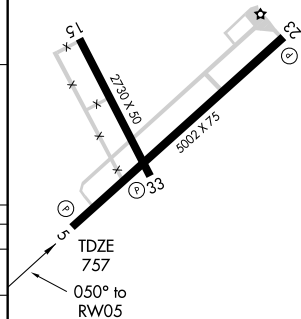
0-1 443 (500-1)

NA

CIRCLING

1)	1220-1 463 (500-1)	46
----	-----------------------	----

NA

MIRL Rwy 5-23 **L**

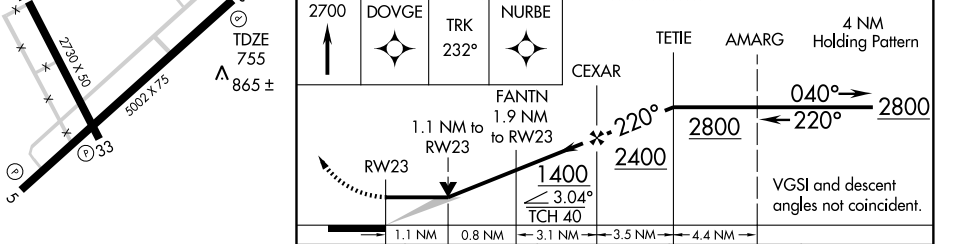
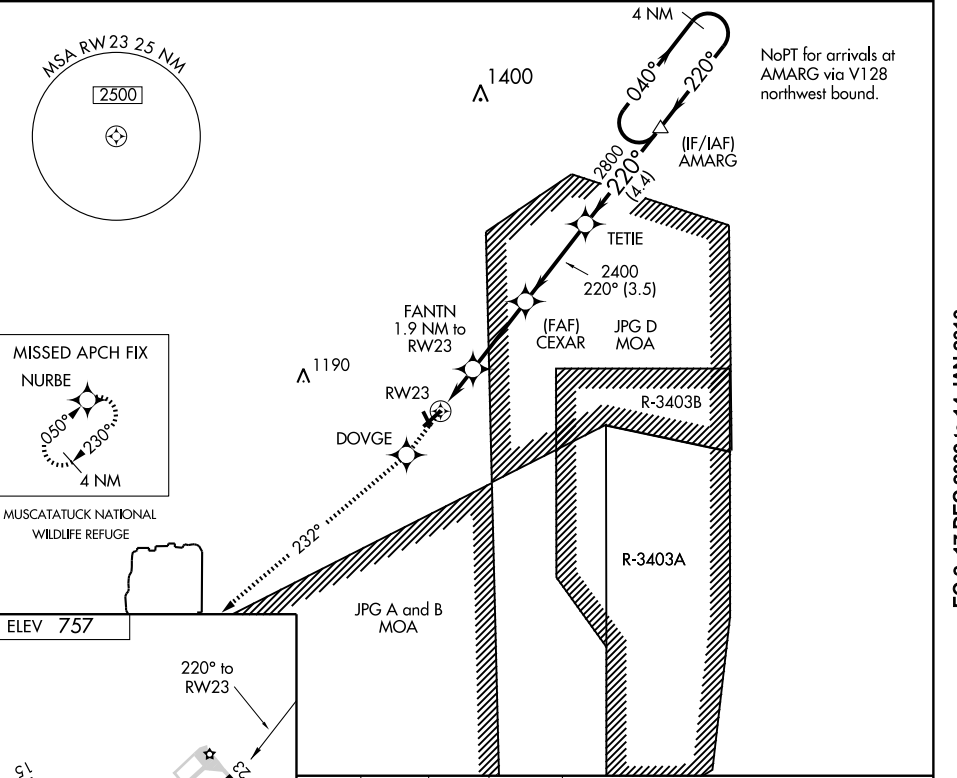
▼

NA

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile.
VDP NA when using Shelbyville altimeter setting.

MISSED APPROACH: Climb to 2700 direct DOVGE and via track 232° to NURBE and hold.

AWOS-3 120.625	INDIANAPOLIS CENTER 124.775 269.45	UNICOM 122.7 (CTAF) 0
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MIRL Rwy 5-23

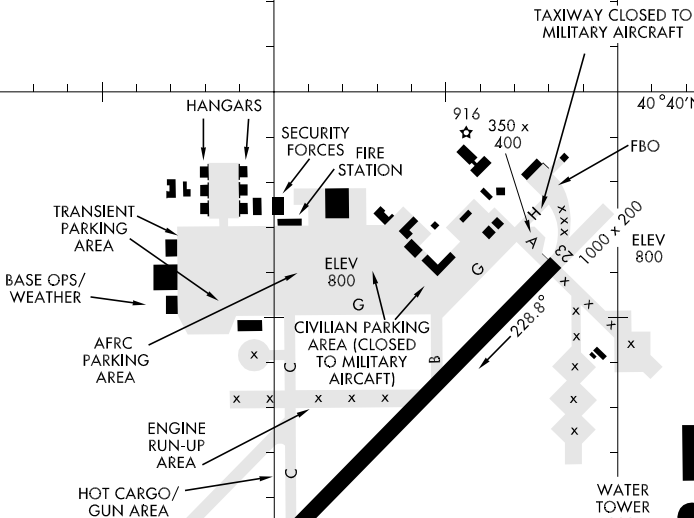
CATEGORY	A	B	C	D
LNAV MDA	1120-1 365 (400-1)			NA
CIRCLING	1180-1 423 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

AIRPORT DIAGRAM

AFD-470 [USAF]

PERU, INDIANA

ATIS 108.45 270.8 ★
 GRISSOM TOWER
 133.7 290.45
 GND CON
 128.425 275.8
 CLNC DEL
 120.0 324.3



EC-2, 17 DEC 2009 to 14 JAN 2010

AUGUST 2009
 ANNUAL RATE OF CHANGE
 0.1° W

AIRPORT DIAGRAM

PERU, INDIANA

Rwy 5-23
 PCN 67 R/B/W/T

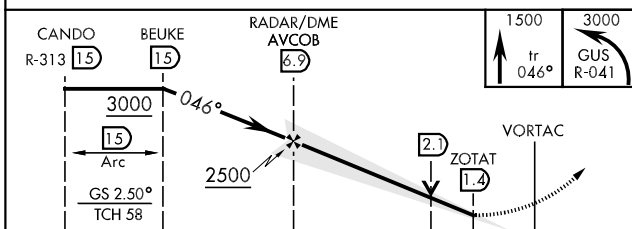
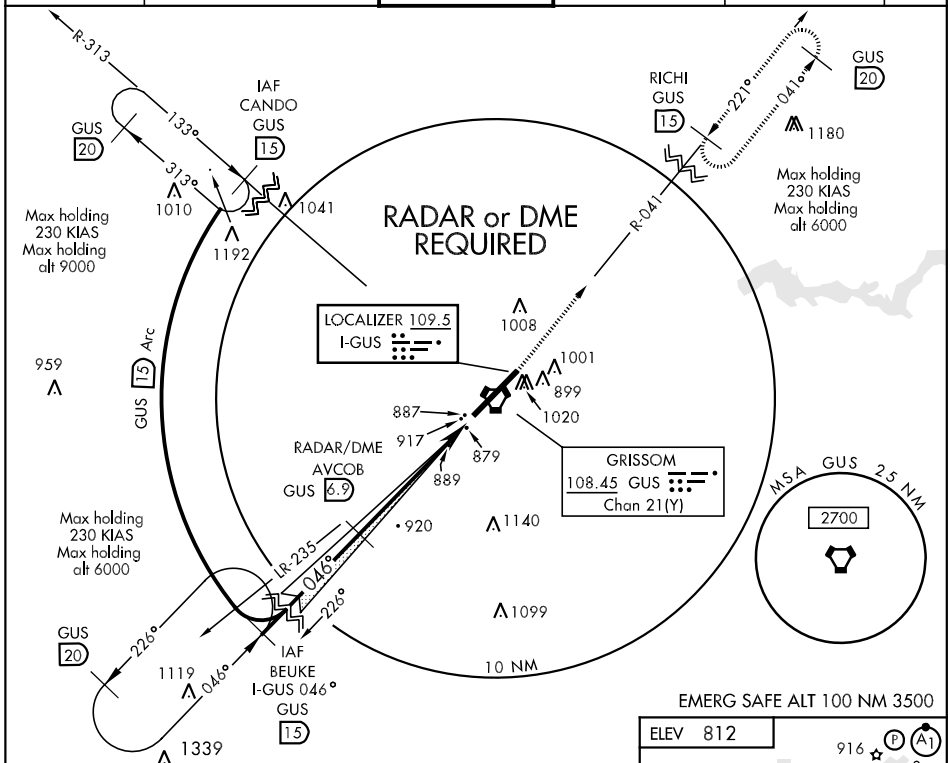
LOC I-GUS <u>109.5</u>	APCH CRS <u>046°</u>	Rwy Idg 12,501 TDZE 812 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)
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*When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 **When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,
 CAT DE RVR to 60 and vis to $1\frac{1}{4}$ miles.

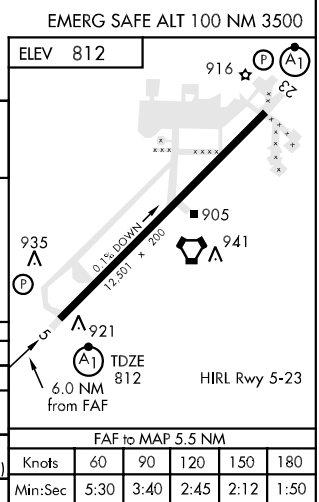


MISSED APPROACH: Climb to 3000, on track 046°, passing 1500 turn left intercept GUS R-041 to RICHI and hold.

ATIS ★ 108.45 270.8	GRISSEM APP CON 121.05 379.3	GRISSEM TOWER ★ 133.7 290.45	GND CON 128.425 275.8	CLNC DEL 120.0 324.3	ASR



CATEGORY	A	B	C	D	E
S-ILS 5 *	1012/24		200	(200-½)	
S-LOC 5 **	1180/24	368 (400-½)	1180/40	368	(400-¾)
CIRCLING	1340-1	528 (600-1)	1340-1 528 (600-½)	1380-2 568 (600-2)	1440-2½ 628 (700-2½)
S-ASR 5 **	1180/24	368 (400-½)	1180/40	368	(400-¾)



APCH CRS	Rwy Idg	12,501
046°	TDZE	812
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.



MISSED APPROACH: Climb to 3000 direct RILOE and hold.

ATIS ★
108.45 270.8

GRISSOM APP CON
121.05 379.3

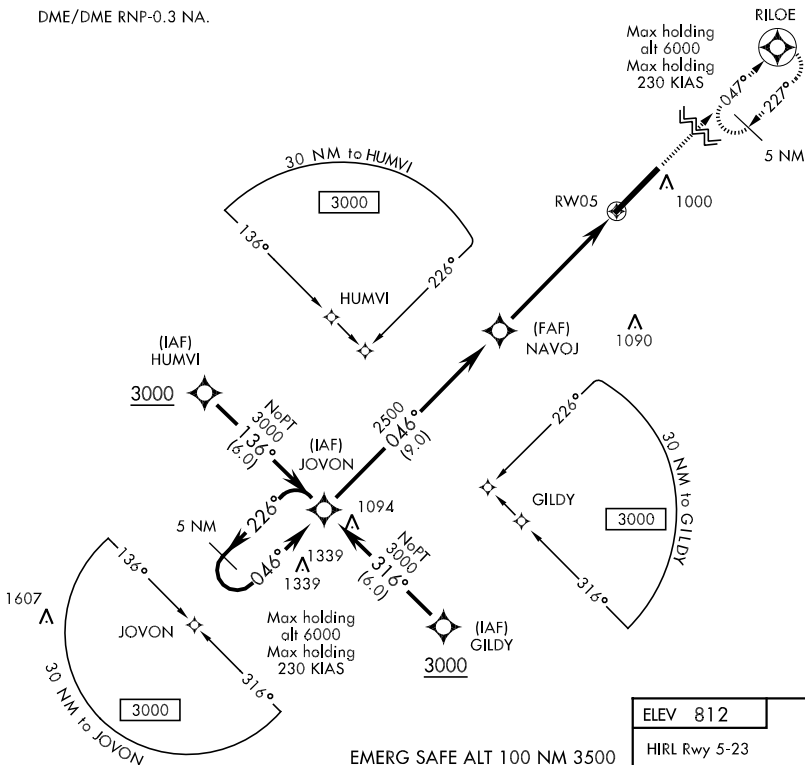
GRISSOM TOWER ★
133.7 290.45

GND CON
128.425 275.8

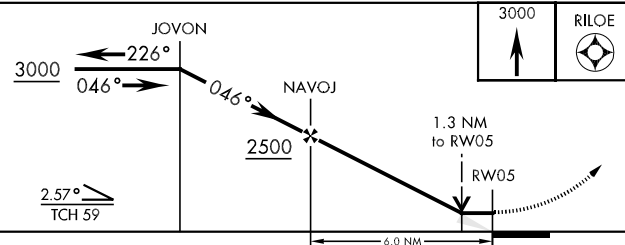
CLNC DEL
120.0 324.3

ASR

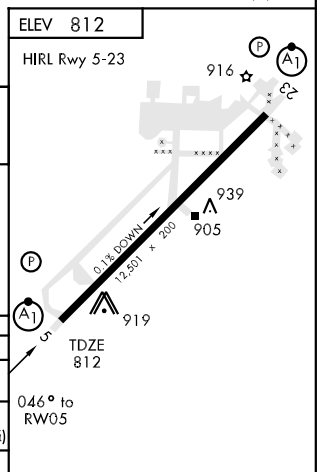
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
LNAV MDA *	1200/24	388 (400-½)	1200/40	388 (400-¾)	
CIRCLING	1340-1	528 (600-1)	1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2½ 628 (700-2½)
S-ASR 5 *	1180/24	368 (400-½)	1180/40	368 (400-¾)	



PERU, INDIANA

40°39'N-86°09'W

GRISSOM ARB (KGUS)

EC-2, 17 DEC 2009 to 14 JAN 2010

Orig 09155

APCH CRS	Rwy Idg	12,501
226°	TDZE	800
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct JOVON and hold.

ATIS ★
108.45 270

GRISSOM APP CON
121.05 379.3

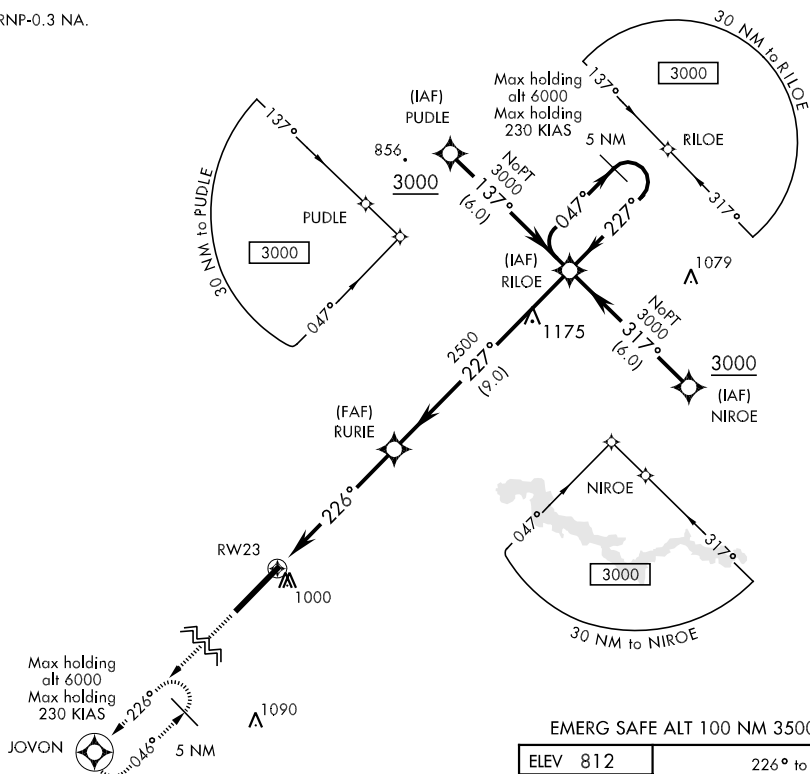
GRISSOM TOWER ★
133.7 290.45

GND CON
128.425 275.8

CLNC DEL
120.0 324.3

ASR

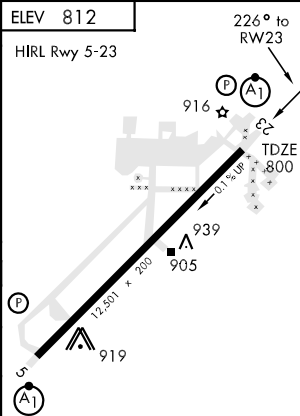
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500

ELEV 812

HIRL Rwy 5-23



CATEGORY	A	B	C	D	E
LNAB MDA *	1240/24 440 (500-½)		1240/40 440 (500-¾)	1240/50 440 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	

PERU, INDIANA

40°39'N-86°09'W

GRISSOM ARB (KGUS)

Orig 09155

EC-2, 17 DEC 2009 to 14 JAN 2010

VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 052°	Rwy Idg 12,501 TDZE 812 Arpt Elev 812
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AL-470 [USAF]

GRISSOM ARB (KGUS)

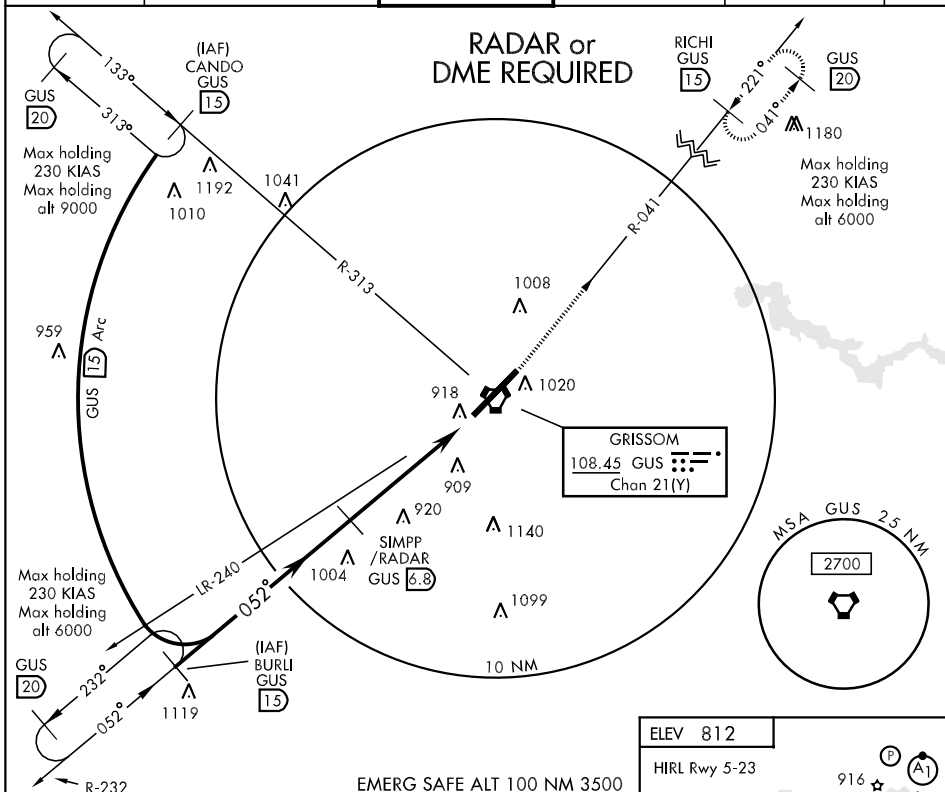
*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

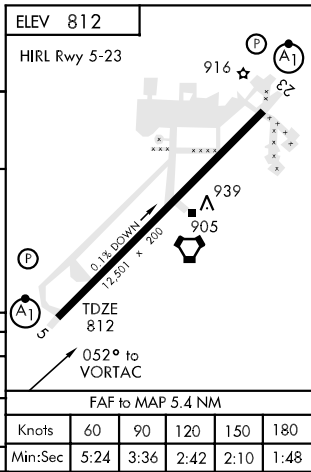
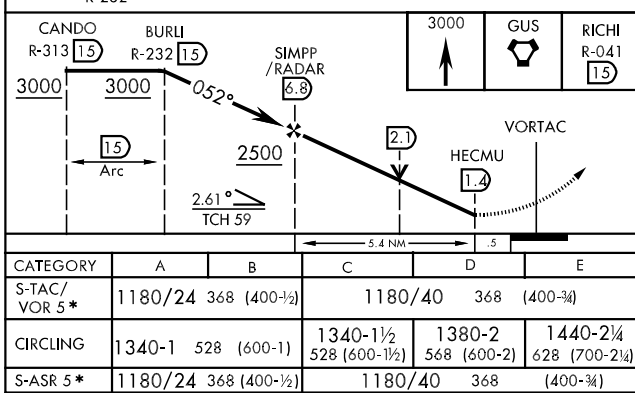


MISSED APPROACH: Climb to 3000
direct GUS VORTAC, out R-041
to RICH and hold.

ATIS ★ 108.45 270.8	GRISSEM APP CON 121.05 379.3	GRISSEM TOWER ★ 133.7 290.45	GND CON 128.425 275.8	CLNC DEL 120.0 324.3	ASR
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EMERG SAFE ALT 100 NM 3500



VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 221°	Rwy Idg 12,501 TDZE 800 Arpt Elev 812
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AL-470 [USAF]

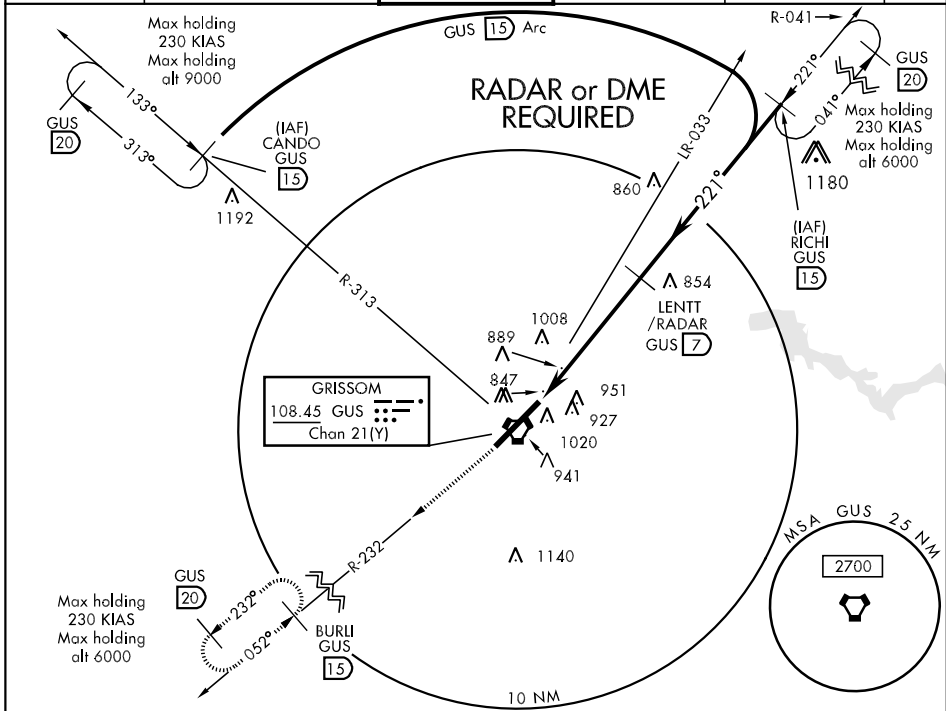
GRISSOM ARB (KGUS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

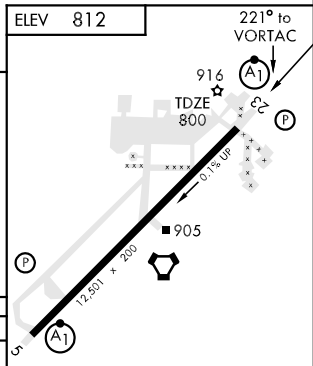
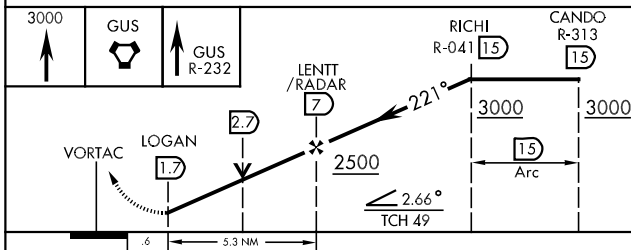


MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-232 to BURL and hold.

ATIS ★ 108.45 270.8	GRISSEM APP CON 121.05 379.3	GRISSEM TOWER ★ 133.7 290.45	GND CON 128.425 275.8	CLNC DEL 120.0 324.3	ASR
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EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-TAC/ VOR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	

HIRL Rwy 5-23					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

VORTAC GUS 108.45 Chan 21(Y)	APCH CRS 052°	Rwy Idg 12,501 TDZE Arpt Elev 812
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AL-470 [USAF]

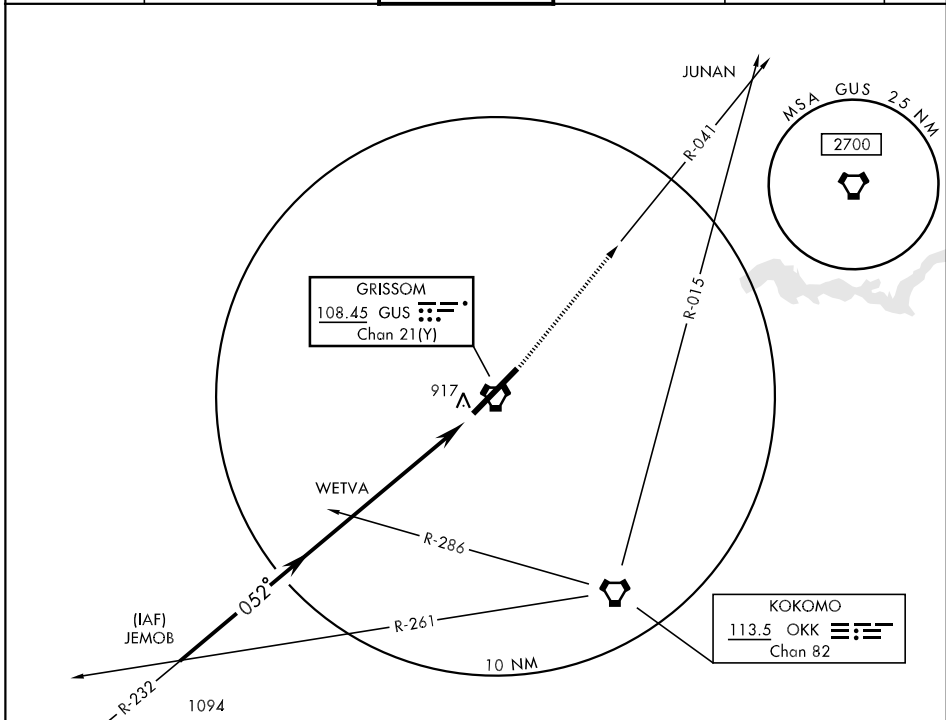
GRISSOM ARB (KGUS)

*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.

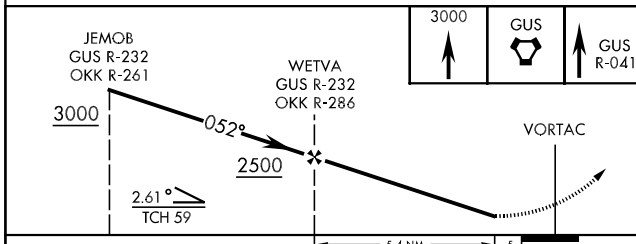


MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to JUNAN.

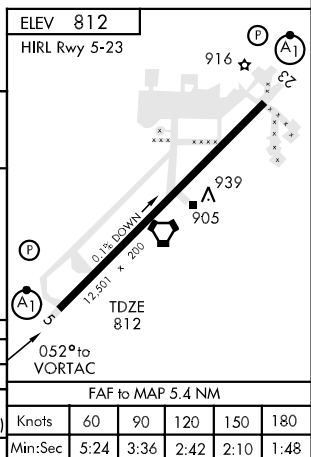
ATIS ★ 108.45 270.8	GRISSOM APP CON 121.05 379.3	GRISSOM TOWER ★ 133.7 290.45	GND CON 128.425 275.8	CINC DEL 120.0 324.3	ASR
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EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2½ 628 (700-2½)
S-ASR 5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

VORTAC GUS 108.45 Chan 21(Y)	APCH CRS 221°	Rwy Idg 12,501 TDZE 800 Arpt Elev 812
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AL-470 [USAF]

GRISSOM ARB (KGUS)

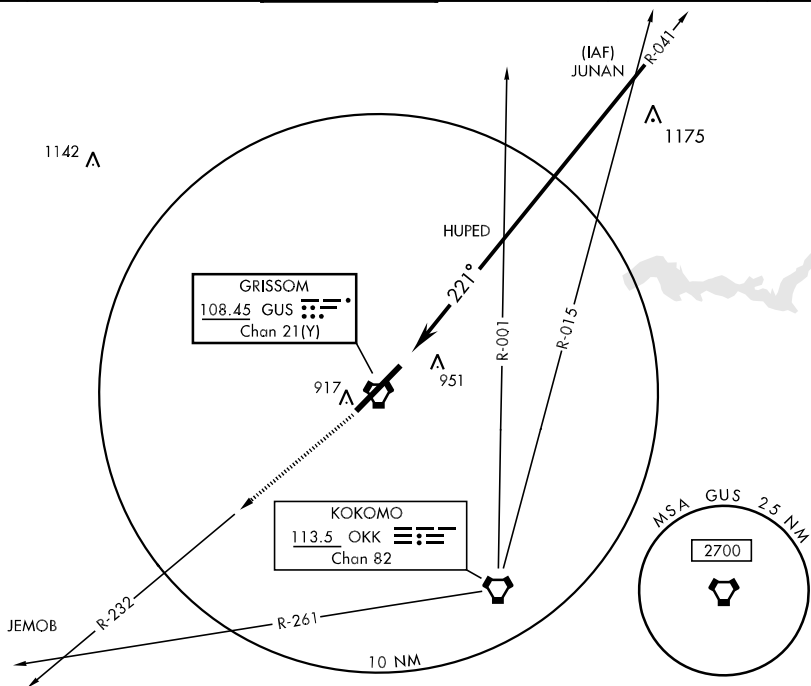
*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

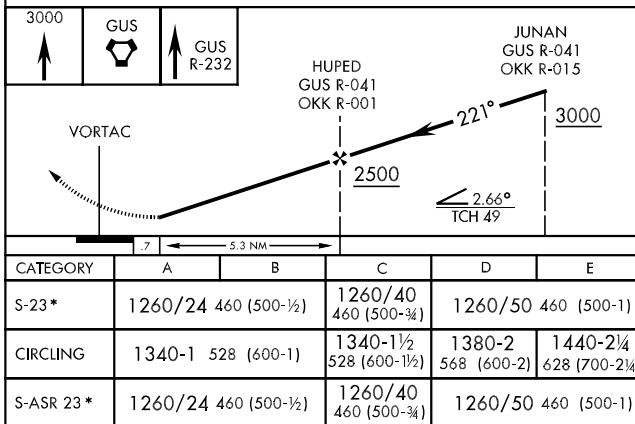


MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out GUS R-232 to JEMOB.

ATIS ★ 108.45 270.8	GRISSOM APP CON 121.05 379.3	GRISSOM TOWER ★ 133.7 290.45	GND CON 128.425 275.8	CINC DEL 120.0 324.3	ASR
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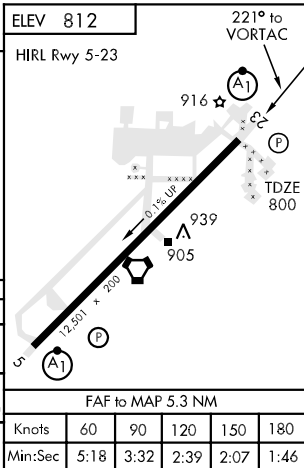


EMERG SAFE ALT 100 NM 3500



ELEV 812

HIRL Rwy 5-23



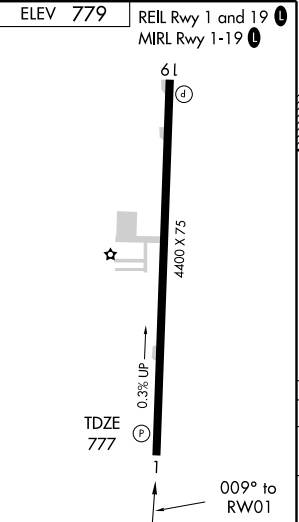
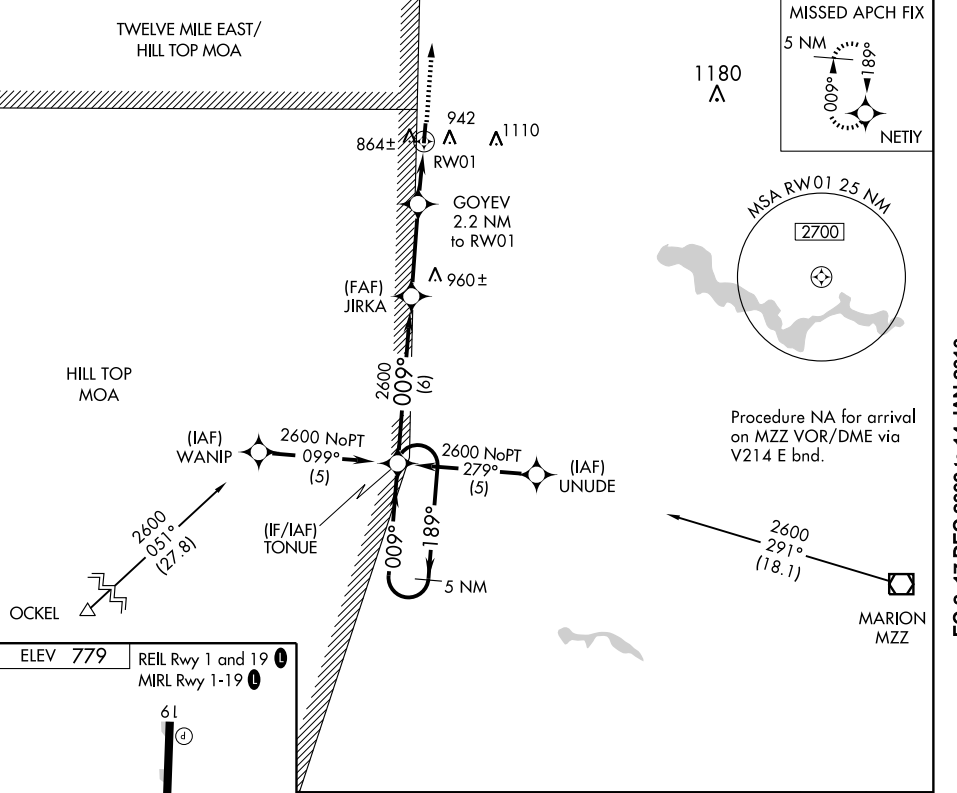
▼

▲ NA

DME/DME RNP-0.3 NA.
Use Kokomo altimeter setting; if not received use
Warsaw altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2600
direct NETIY and hold.

KOKOMO AWOS-3 113.5	GRISSEM APP CON * 121.05 379.3	UNICOM 122.8 (CTAF) 0
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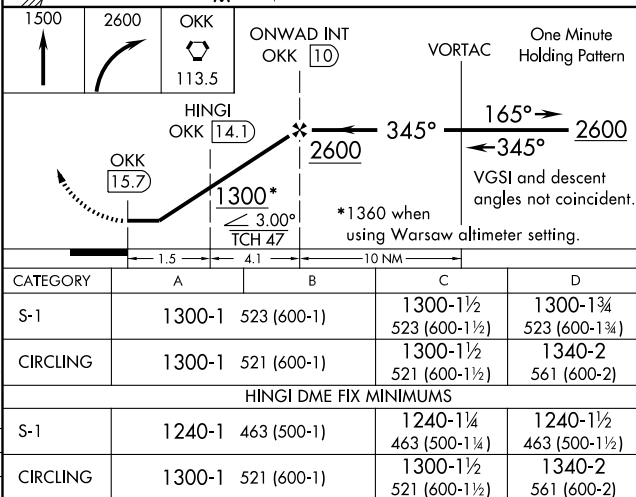
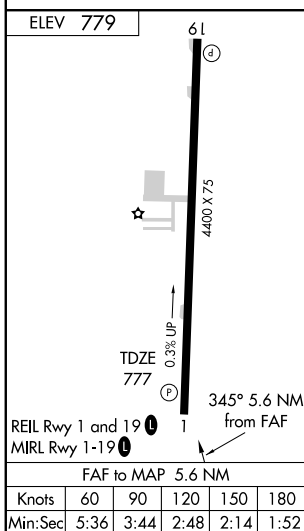
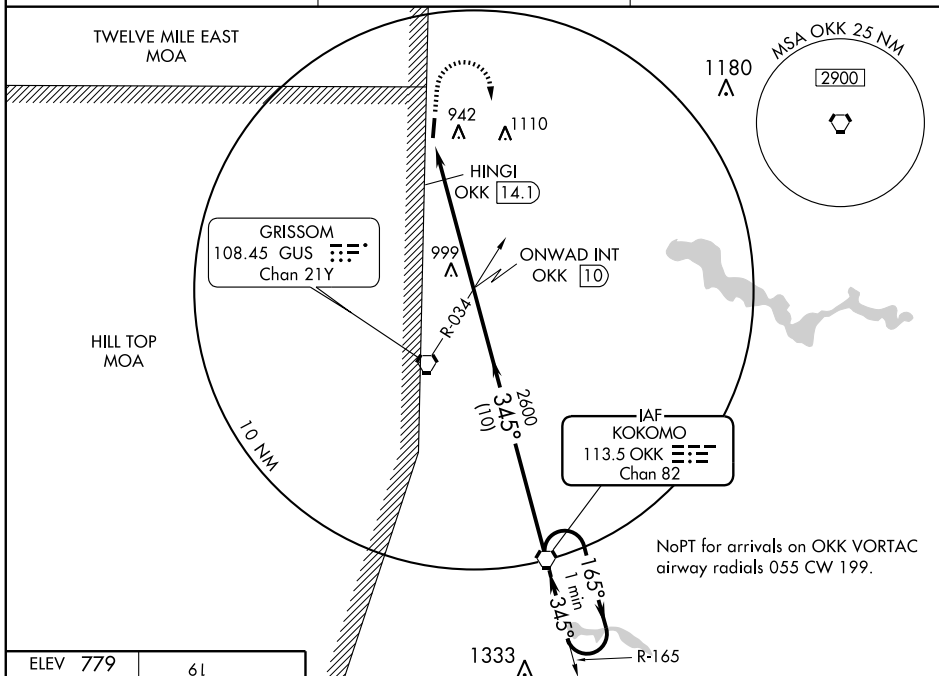


5 NM Holding Pattern		TONUE	JIRKA	2600	NETIY
2600		189°	009°	2600	
VGSI and descent angles not coincident.			3.05° TCH 47	1520	
		6 NM	3.3 NM	2.2	
CATEGORY	A	B	C	D	
LNAV MDA	1240-1	463 (500-1)	1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)	
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)	

EC-2, 17 DEC 2009 to 14 JAN 2010

VOR RWY 1
PERU MUNI (I76)

MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 direct OKK VORTAC and hold.

UNICOM
122.8 (CTAF) **L**

EC-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME OXI 115.6 Chan 103	APP CRS 080°	Rwy Idg 4400 TDZE 796 Apt Elev 800
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VOR or GPS RWY 10
PLYMOUTH MUNI (C65)

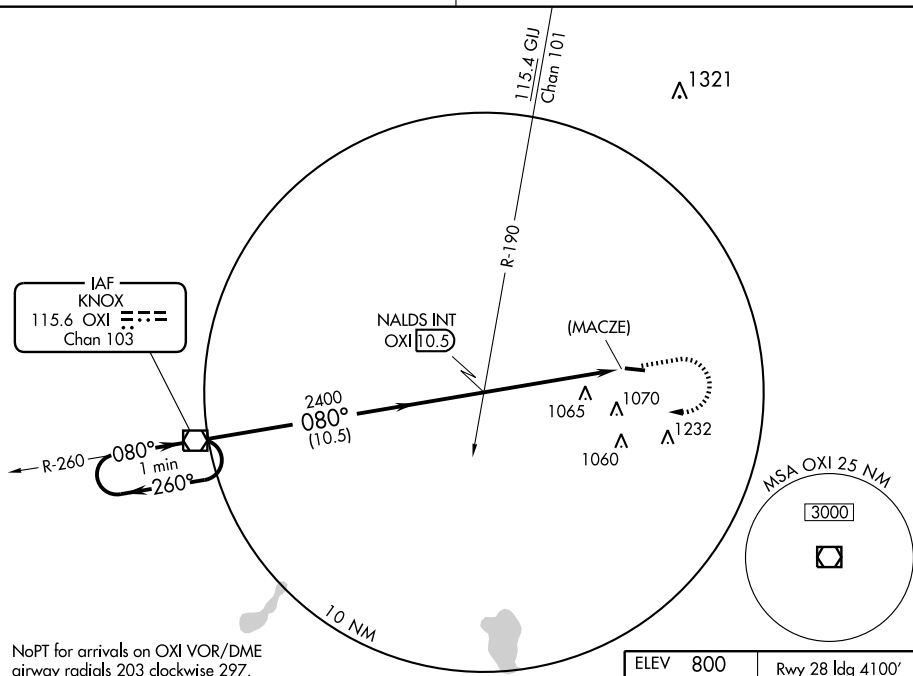
PLYMOUTH MUNI (C65)

T	Obtain local altimeter setting on CTAF; when not
A NA	received, use South Bend altimeter setting.

MISSED APPROACH: Climb to 2400 then right turn direct OXI VOR/DME and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) **L**



NoPT for arrivals on OXI VOR/DME
airway radials 203 clockwise 297.

ELEV 800	Rwy 28 ldg 4100'
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One Minute Holding Pattern

VOR/DME

NALDS INT

2400

OXI

115.6

$$\begin{array}{c} \overline{2400} \xleftarrow{-260^\circ} \text{---} | \text{---} \xrightarrow{+80^\circ} 080^\circ \xrightarrow{\quad\quad} \\ \phantom{\overline{2400}} \phantom{\xleftarrow{-260^\circ}} \phantom{\xrightarrow{+80^\circ}} \phantom{\phantom{\overline{2400}}} \phantom{\phantom{\xleftarrow{-260^\circ}}} \phantom{} \phantom{\phantom{\xrightarrow{+80^\circ}}} \phantom{\phantom{\phantom{\overline{2400}}}} \end{array}$$

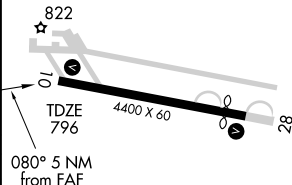
2400

(MACZE)
OXI 15.5

CATEGORY	A	B	C	D
S-10	1340-1	544 (600-1)	1340-1½ 544 (600-1½)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA

SOUTH BEND ALTIMETER SETTING MINIMUMS

S-10	1380-1 584 (600-1)	1380-1½ 584 (600-1½)	NA
CIRCLING	1380-1 584 (600-1)	1440-1¾ 644 (700-1¾)	NA



MIRL Rwy 10-28 **L**
REIL Rwy 10 and 28 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

▼

▲ NA

Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn via OXI R-081 to PARTS and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) 0

2500

OXI R-081
115.6

PARTS INT

2500

081°

261°

2500

5.5 NM

(MAHWE)

PARTS INT
OXI 21.9

Remain within 10 NM

CATEGORY	A	B	C	D
S-28	1280-1 484 (500-1)		1280-1¼ 484 (500-1¼)	NA
CIRCLING	1340-1 544 (600-1)		1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-28	1320-1 524 (600-1)		1320-1½ 524 (600-1½)	NA
CIRCLING	1380-1 584 (600-1)		1440-1¾ 644 (700-1¾)	NA

ELEV 800

Rwy 28 ldg 4100'

822

261° 5.5 NM from FAF

4400 X 60

TDZE 796

MIRL Rwy 10-28 0

REIL Rwy 10 and 28 0

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 17 DEC 2009 to 14 JAN 2010

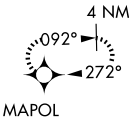
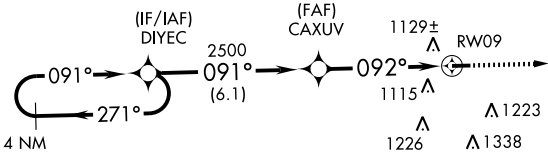
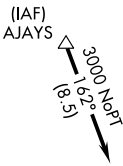
APP CRS	Rwy Idg	4002
092°	TDZE	923
	Apt Elev	926

RNAV (GPS) RWY 9
PORTLAND MUNI (PLD)

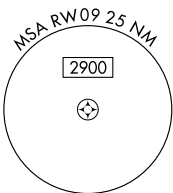
<p>▼ ▲ NA</p> <p>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct MAPOL and hold.</p>
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<p>AWOS-3 118.45</p>	<p>FORT WAYNE APP CON 132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6</p>	<p>UNICOM 122.8 (CTAF) 1</p>
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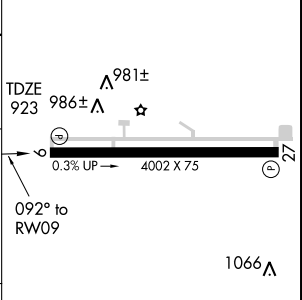
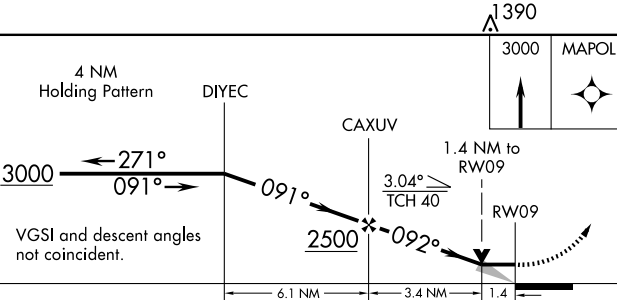
Procedure NA for arrivals at
AJAYS via V221 northbound.



Procedure NA for arrivals at
FAXIG via V14 southwest bound.



ELEV 926	Rwy 18 Idg 1675' Rwy 36 Idg 1475'
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CATEGORY	A	B	C	D
LNAV MDA	1400-1 477 (500-1)	1400-1¼ 477 (500-1¼)	1400-1½ 477 (500-1½)	1400-1¾ 477 (500-1¾)
CIRCLING	1440-1 514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)	1480-2 554 (600-2)

MIRL Rwy 9-27 1	REIL Rwy 9 and 27 1
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APP CRS	Rwy Idg	4002
272°	TDZE	926
	Apt Elev	926

RNAV (GPS) RWY 27
PORTLAND MUNI (PLD)

<p>V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ½ mile. VDP NA when using Fort Wayne Intl altimeter setting.</p> <p>Δ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct DIYEC and hold.</p>
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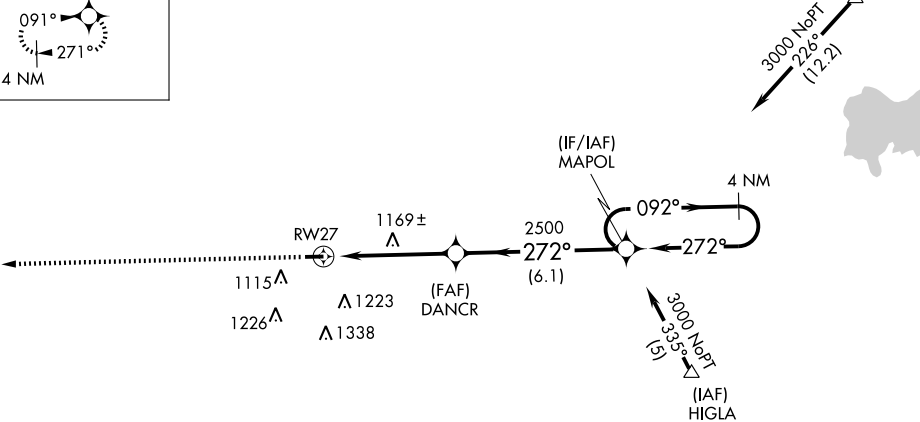
AWOS-3 118.45	FORT WAYNE APP CON 132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	UNICOM 122.8 (CTAF) 1
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MISSED APCH FIX

DIYEC

091°
271°
4 NM

Procedure NA for arrivals at NADIR via V14 northeast bound. (IAF) NADIR



Procedure NA for arrivals at HIGLA via V55 southeast bound.

ELEV 926

986±
981±
4002 X 75
1066
TDZE 926
272° to RWY 27

3000 DIYEC

4 NM Holding Pattern

MAPOL

DANCER

2500

1.5 NM to RWY 27

3.04° TCH 40

1.5 3.3 6.1 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1420-1	494 (500-1)	1420-1¼ 494 (500-1¼)	1420-1½ 494 (500-1½)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

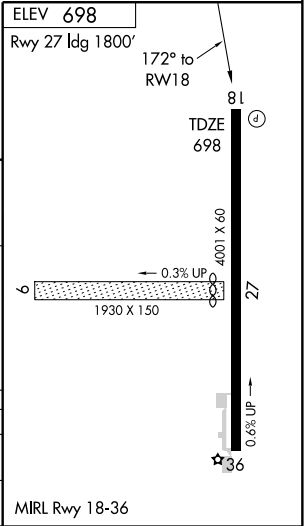
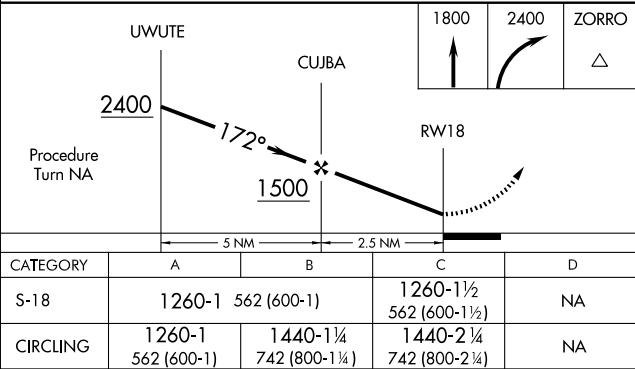
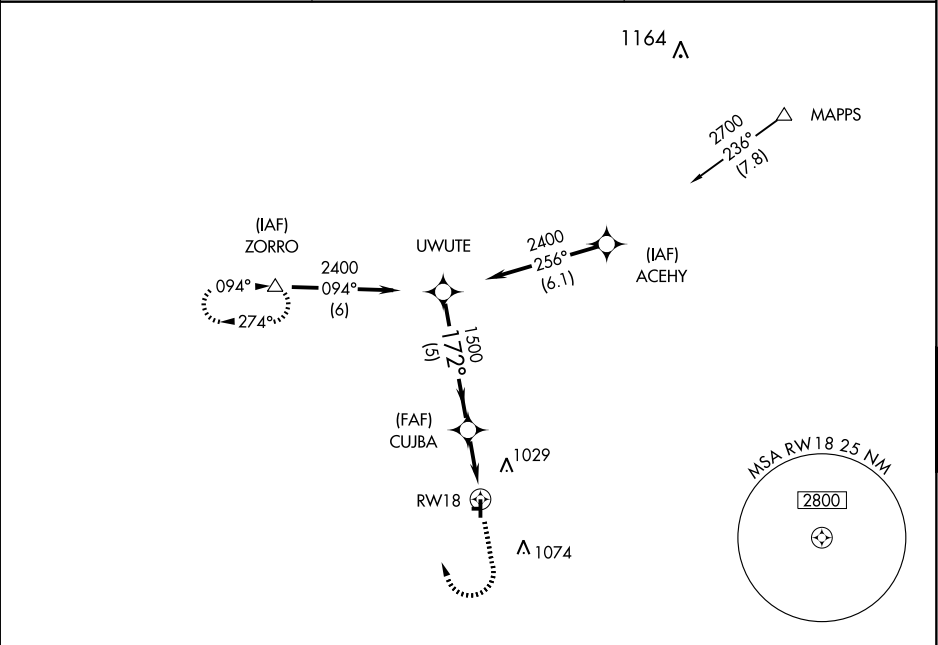
▼

▲ NA

When local altimeter setting not received, use Lafayette, IN altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 direct ZORRO and hold.

AWOS-3 119.175	CHICAGO CENTER 132.95 272.7	UNICOM 122.8 (CTAF)
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NDB RZL	APP CRS	Rwy ldg	4001
<u>362</u>	<u>187°</u>	TDZE	685
		Apt Elev	698

NDB RWY 18

RENSSELAER/JASPER COUNTY (RZL)



NA

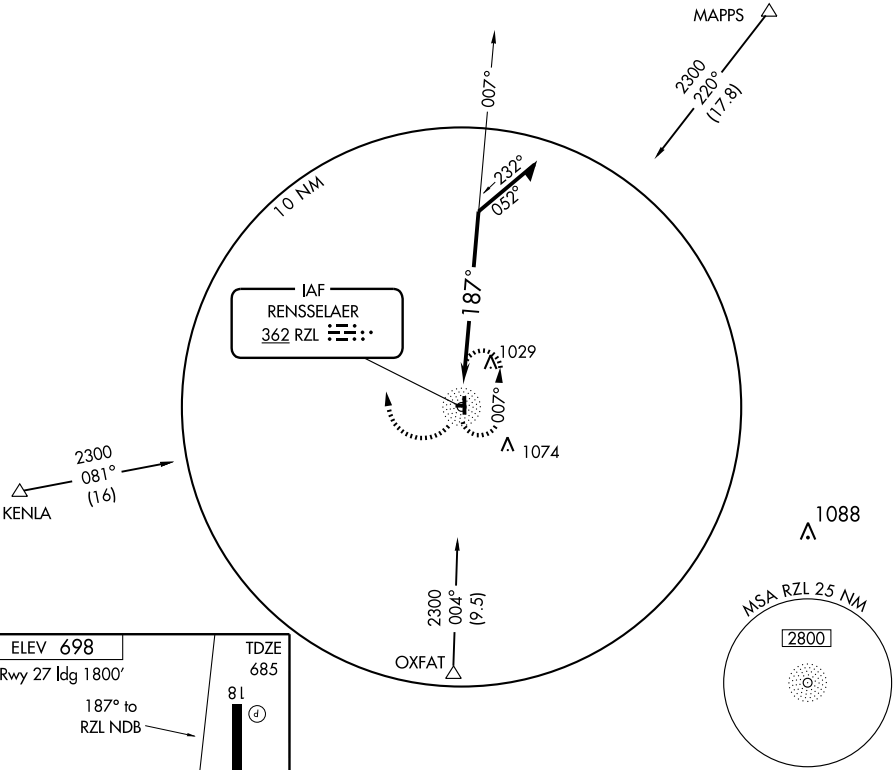
Use Lafayette, IN alimeter setting.

MISSED APPROACH: Climbing right turn to 2200 direct to RZL NDB and hold.

AWOS-3
119.175

CHICAGO CENTER
132.95 272.7

UNICOM
122.8 (CTAF)



ELEV 698

Rwy 27 ldg 1800'

187° to RZL NDB

6

1930 X 150

0.3% UP

4001 X 60

27

0.6% UP

36

TDZE 685

81

Ⓢ

MIRL Rwy 18-36

Knots	60	90	120	150	180
Min:Sec					

2200

RZL

362

NDB

007°

187°

2200

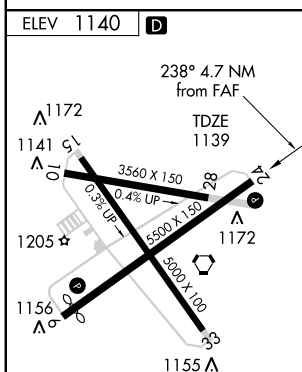
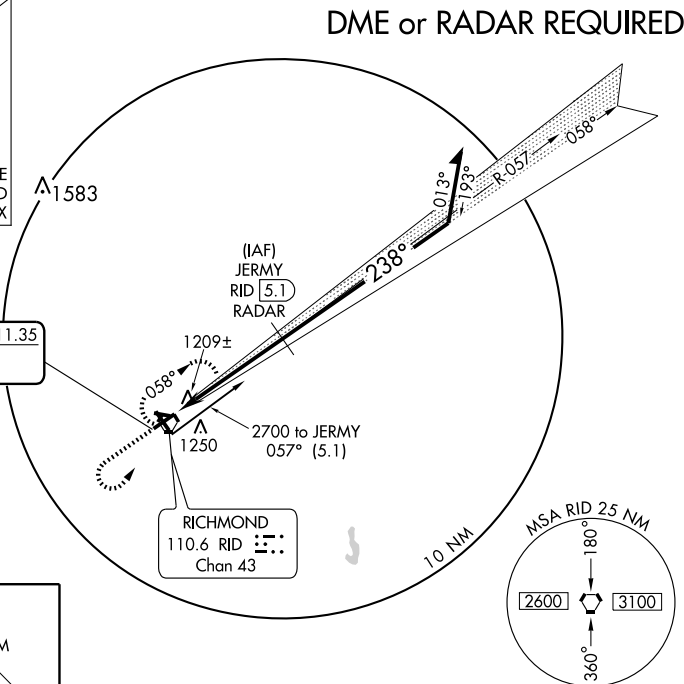
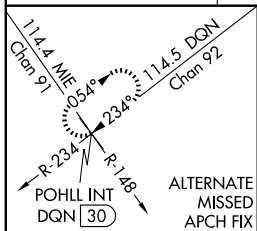
Remain within 10 NM

CATEGORY	A	B	C	D
S-18	1500-1 815 (900-1)	1500-1½ 815 (900-1½)	1500-2½ 815 (900-2½)	NA
CIRCLING	1500-1 815 (900-1)	1500-1½ 815 (900-1½)	1520-2 ½ 835 (900-2½)	NA

LOC I-RID <u>111.35</u>	APP CRS 238°	Rwy Idg TDZE Apt Elev	5500 1139 1140
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ILS or LOC RWY 24
RICHMOND MUNI (RID)

<div><div><div></div><div></div></div><div>NA</div></div>	DME or Radar Required. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase DA 88 feet and all MDA 100 feet. Increase S-ILS 24 visibility ¼ mile all Cats and S-LOC 24 visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton altimeter setting, inoperative table does not apply to S-LOC 24 Cat C. DME from RID VORTAC. Simultaneous reception of I-RID and RID DME required.			MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.
	AWOS-3 121.225	DAYTON APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF) 0



LDIN Rwy 24 **L**
MIRL Rwys 15-33 and 6-24 **L**
REIL Rwys 6 and 24 **L**

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

2700

RID 110.6

JERMY RID 5.1 RADAR

2700

058°

238°

2700

GS 3.00° TCH 47

4.7 NM

CATEGORY	A	B	C	D
S-ILS 24	1339- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 24	1460- $\frac{3}{4}$ 321 (400- $\frac{3}{4}$)			1460-1 321 (400-1)
CIRCLING	1600-1	460 (500-1)	1600-1 $\frac{1}{2}$ 460 (500-1 $\frac{1}{2}$)	1700-2 560 (600-2)

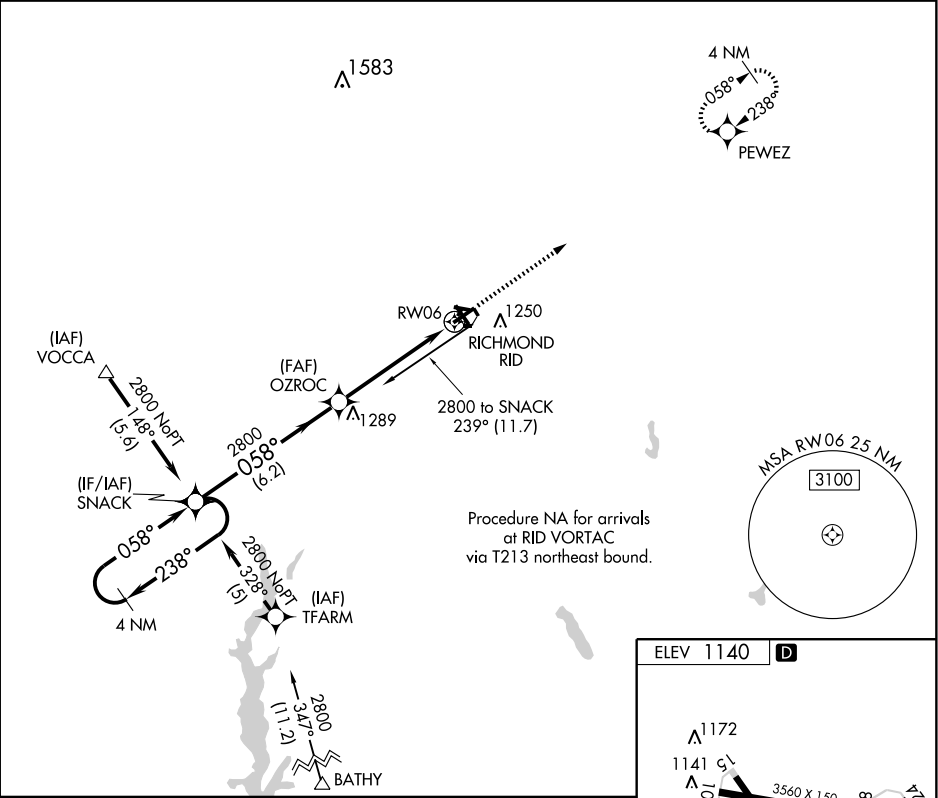
APP CRS	Rwy Idg	5200
058°	TDZE	1137
	Apt Elev	1140

RNAV (GPS) RWY 6

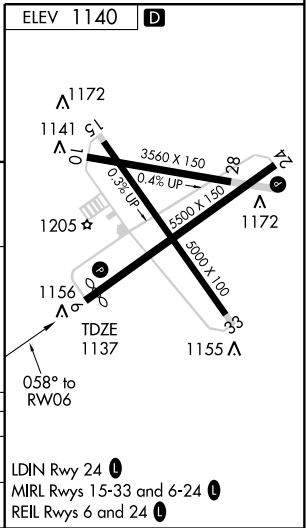
RICHMOND MUNI (RID)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and LNAV visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.	MISSED APPROACH: Climb to 2700 direct PEWEZ and hold.
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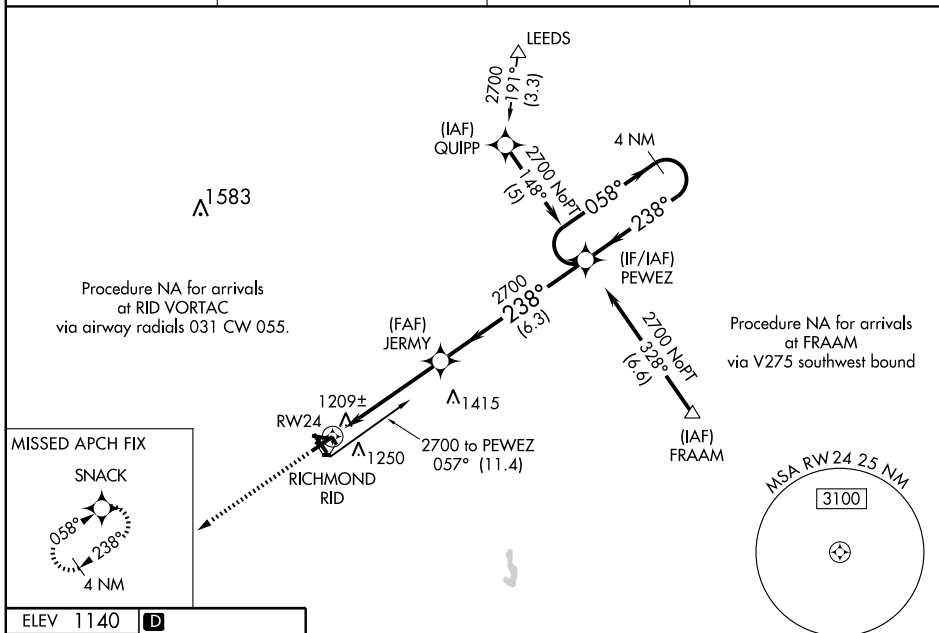
AWOS-3 121.225	DAYTON APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF)
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4 NM Holding Pattern				VGSi and descent angles not coincident.	2700	PEWEZ
CATEGORY	A	B	C	D		
LNAV MDA	1480-1		343 (400-1)	1480-1¼ 343 (400-1¼)		
CIRCLING	1600-1	460 (500-1)	1600-1½ 460 (500-1½)	1700-2 560 (600-2)		



AWOS-3 121.225	DAYTON APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF) 0
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ELEV 1140

D

238° to RWY24

TDZE 1139

3560 X 150

5500 X 150

5000 X 100

0.4% UP

0.3% UP

1172

1141

1205

1156

1155

2800

↑

SNACK

RWY24

0.9

JERMY

2700

238°

2700

0.9 NM to RWY24

* LNAV only

3.8 NM

6.3 NM

PEWEZ

2700

058°

238°

4 NM Holding Pattern

GS 3.00°

TCH 47

CATEGORY	A	B	C	D
LPV DA	1339- ³ / ₄		200 (200- ³ / ₄)	
LNAV/VNAV DA	1549-1 ¹ / ₂		410 (500-1 ¹ / ₂)	
LNAV MDA	1460- ³ / ₄		321 (400- ³ / ₄)	
CIRCLING	1600-1	460 (500-1)	1600-1 ¹ / ₂	1700-2
			460 (500-1 ¹ / ₂)	560 (600-2)

LDIN Rwy 24

MIRL Rwy 15-33 and 6-24

REIL Rwy 6 and 24

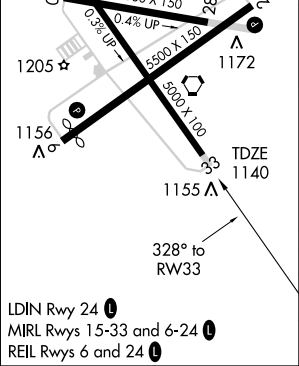
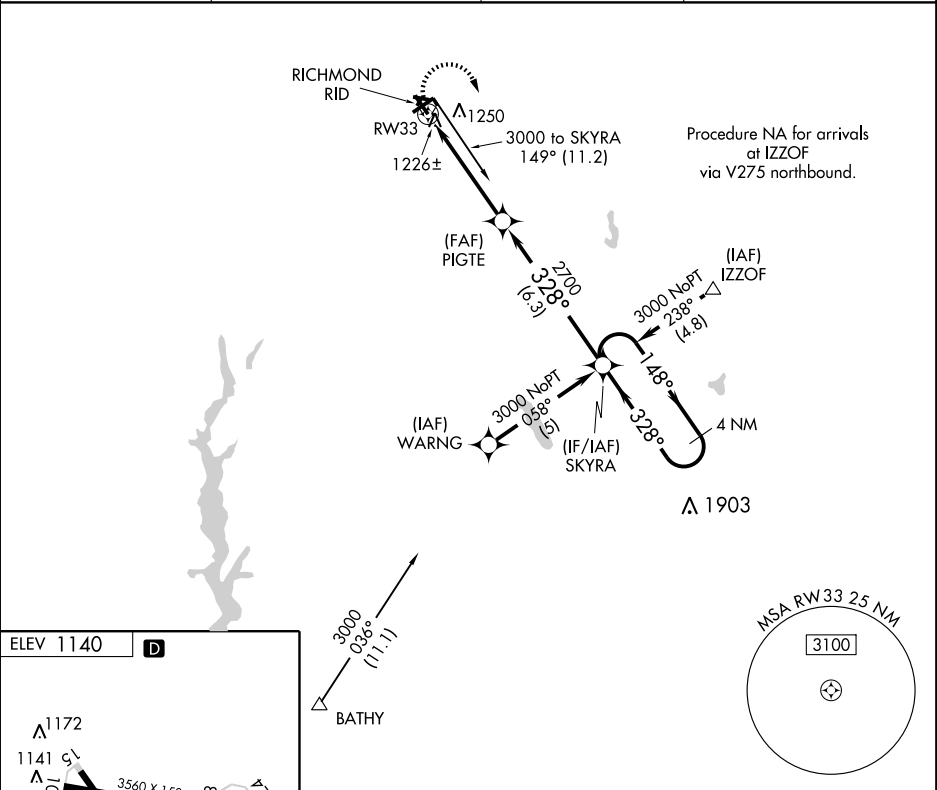
APP CRS	Rwy Idg	5000
328°	TDZE	1140
	Apt Elev	1140

RNAV (GPS) RWY 33

RICHMOND MUNI (RID)

<p>▽ ▲ NA</p>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 direct SKYRA and hold.
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AWOS-3 121.225	DAYTON APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF) 0
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<div><div>3000</div><div>SKYRA</div></div>		4 NM Holding Pattern		
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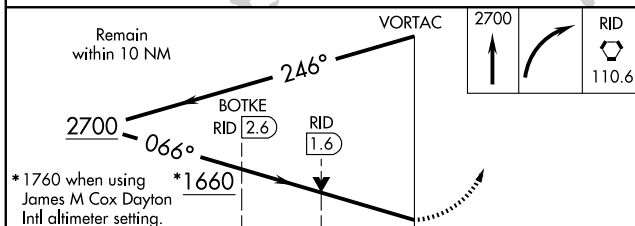
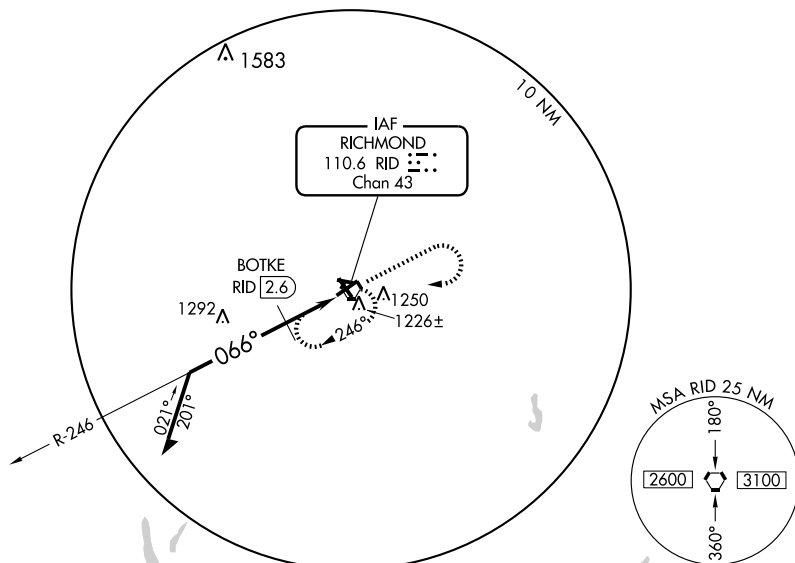
VORTAC RID 110.6 Chan 43	APP CRS 066°	Rwy Idg 5200 TDZE 1137 Apt Elev 1140
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VOR RWY 6
RICHMOND MUNI (RID)

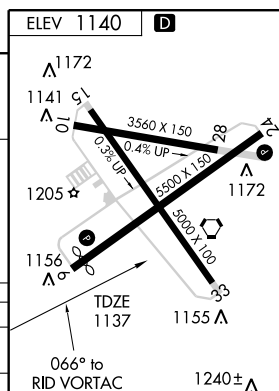
 When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-6 Cat C, D and Circling Cat C visibility $\frac{1}{4}$ mile. Increase BOTKE fix minimums S-6 Cat C, D visibility $\frac{1}{4}$ mile.

MISSED APPROACH:
Climb to 2700 then right turn
direct RID VORTAC and hold.

AWOS-3 121.225	DAYTON APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF) 0
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		1 NM		1.1		0.5	
CATEGORY	A		B		C		D
S-6	1660-1 523 (600-1)				1660-1½ 523 (600-1½)		1660-1¾ 523 (600-1¾)
CIRCLING	1660-1 520 (600-1)				1660-1½ 520 (600-1½)		1700-2 560 (600-2)
BOTKE FIX MINIMUMS							
S-6	1500-1 363 (400-1)					1500-1¼ 363 (400-1¼)	
CIRCLING	1600-1 460 (500-1)				1600-1½ 460 (500-1½)		1700-2 560 (600-2)



LDIN Rwy 24 (L)
MIRL Rwys 15-33 and 6-24 (L)
REIL Rwys 6 and 24 (L)

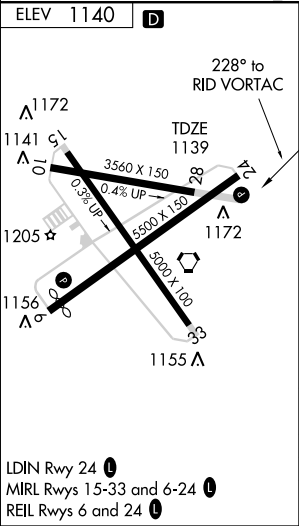
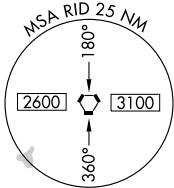
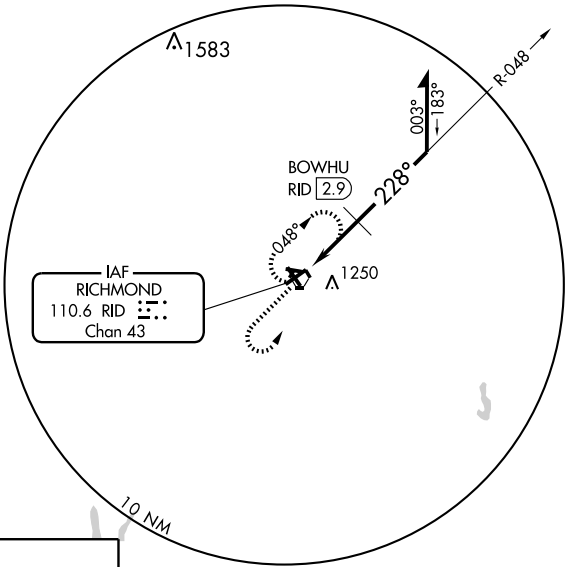
VORTAC RID 110.6 Chan 43	APP CRS 228°	Rwy Idg 5500 TDZE 1139 Apt Elev 1140
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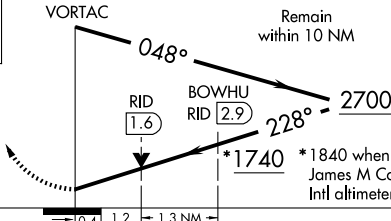
VOR RWY 24
RICHMOND MUNI (RID)

NA Inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-24 Cat C/D and Circling Cat C/D visibility ¼ mile. Increase BOWHU FIX minimums S-24 Cat C ¼ mile and Cat D ½ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH:
Climb to 2700 then left turn
direct RID VORTAC and hold.

AWOS-3 121.225	DAYTON APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF) 0
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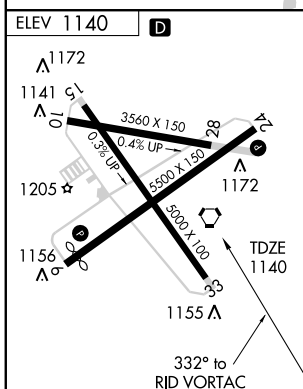
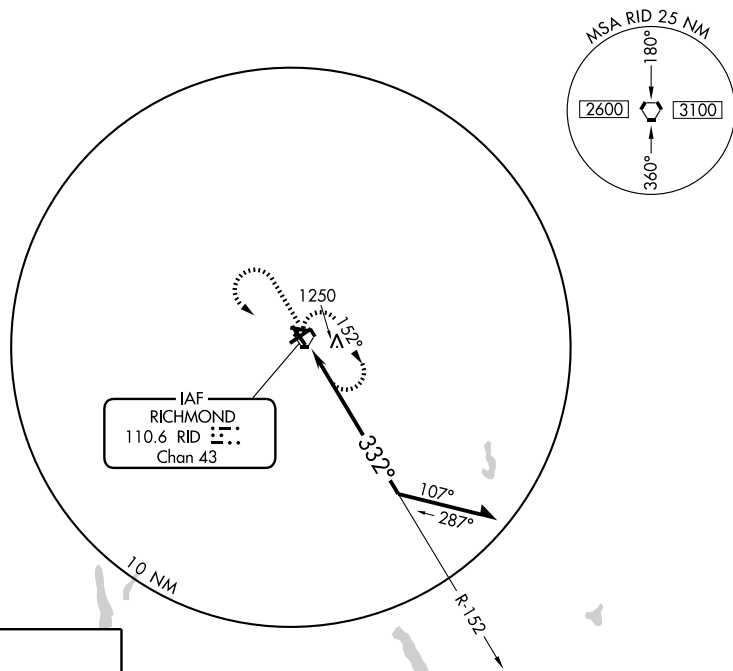
2700			RID  110.6		
					
CATEGORY	A		B	C	D
S-24	1740-¾ 601 (600-¾)			1740-1¾ 601 (600-1¾)	1740-2 601 (600-2)
CIRCLING	1740-1 600 (600-1)			1740-1¾ 600 (600-1¾)	1740-2 600 (600-2)
BOWHU FIX MINIMUMS					
S-24	1560-¾ 421 (500-¾)			1560-1¼ 421 (500-1¼)	
CIRCLING	1600-1 460 (500-1)			1600-1½ 460 (500-1½)	1700-2 560 (600-2)


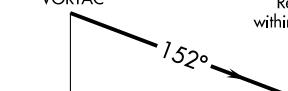
VORTAC RID 110.6 Chan 43	APP CRS 332°	Rwy Idg 5000 TDZE 1140 Apt Elev 1140
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VOR RWY 33
RICHMOND MUNI (RID)

MISSED APPROACH:
Climb to 2700 then left turn
direct RID VORTAC and hold.

AWOS-3 121,225	DAYTON APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF) 0
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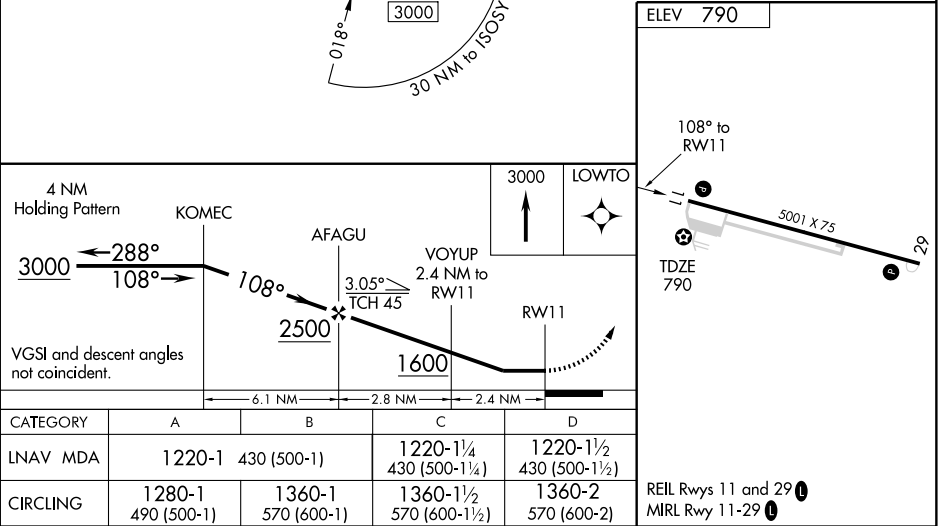
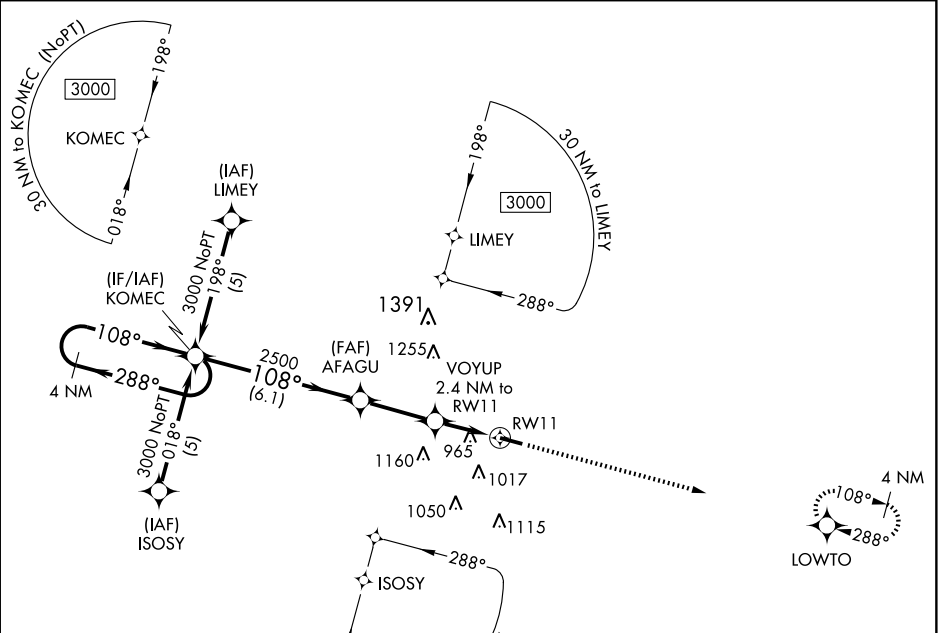
2700 ↑	RID 110.6 			
CATEGORY	A	B	C	D
S-33	1640-1	500 (500-1)	1640-1¼ 500 (500-1¼)	1640-1½ 500 (500-1½)
CIRCLING	1640-1	500 (500-1)	1640-1½ 500 (500-1½)	1700-2 560 (600-2)

APP CRS	Rwy Idg	5001
108°	TDZE	790
	Apt Elev	790

RNAV (GPS) RWY 11
ROCHESTER/FULTON COUNTY (RCR)

<div><div>▼</div><div>▲ NA</div></div> <div>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.</div>	MISSED APPROACH: Climb to 3000 direct LOWTO and hold.
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AWOS-3 118.775	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 122.7 (CTAF) 0
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WAAS CH 48809 W29A	APP CRS 288°	Rwy Idg TDZE Apt Elev	5001 790 790
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RNAV (GPS) RWY 29

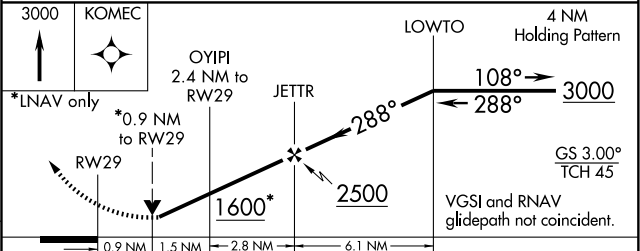
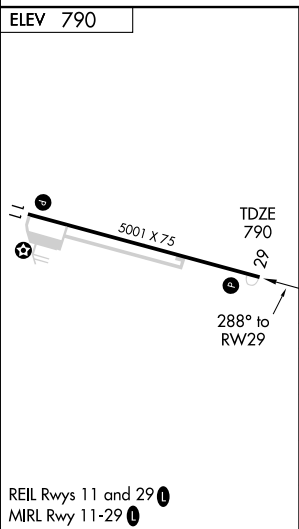
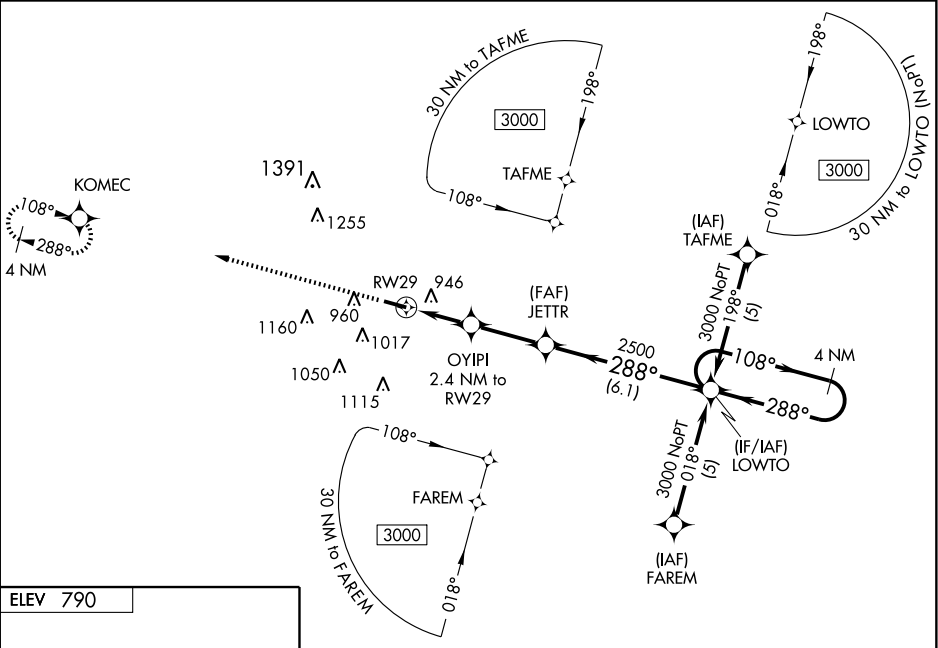
ROCHESTER/FULTON COUNTY (RCR)

▼
▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Goshen altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cats C and D, Circling Cat C visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Goshen altimeter setting.

MISSED APPROACH: Climb to 3000 direct KOMEC and hold.

AWOS-3 118.775	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1127-1¼		337 (400-1¼)	
LNAV/VNAV DA	1244-1½		454 (500-1½)	
LNAV MDA	1200-1	410 (500-1)	1200-1¼	410 (500-1¼)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (500-1½)	1360-2 570 (600-2)

LOC I-SER	APP CRS	Rwy Idg	5500
<u>108.5</u>	046°	TDZE	575
		Apt Elev	583

LOC/NDB RWY 5
SEYMOUR/ FREEMAN MUNI (SER)

T If local altimeter setting not received, use Louisville Intl
A -Standiford Field altimeter setting and increase all MDAs
 NA 120 feet. Inoperative table does not apply to Cat C.
 Visibility reduction by helicopters NA.

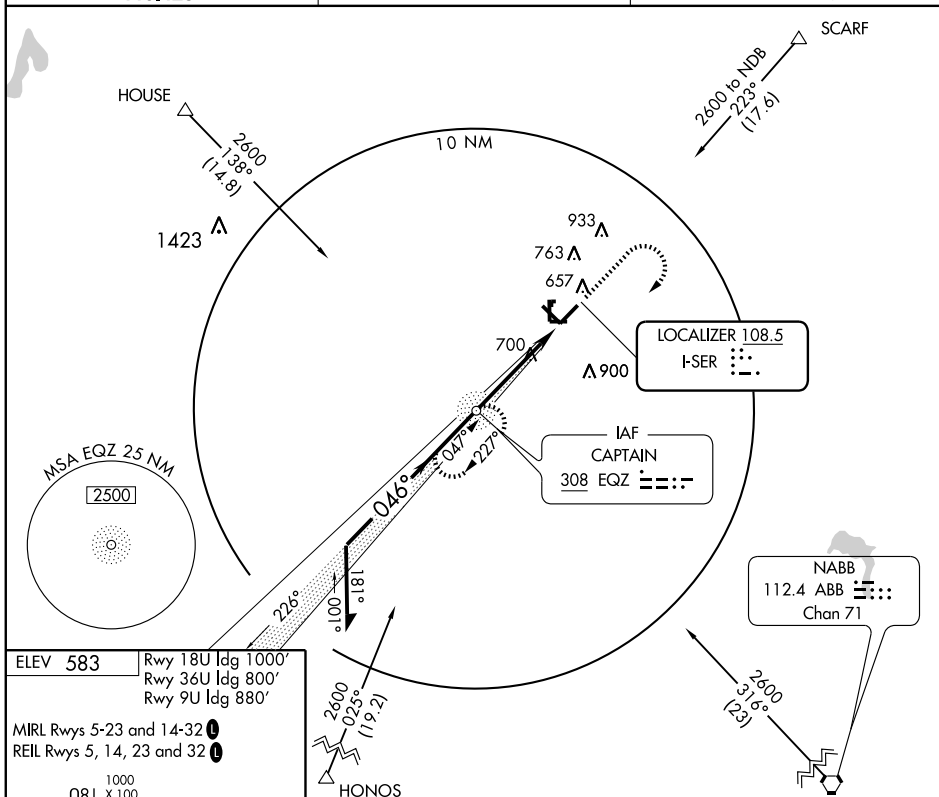
ODALS



MISSED APPROACH: Climb to 2600, then right turn direct EQZ NDB and hold.

AWOS-3
119.425

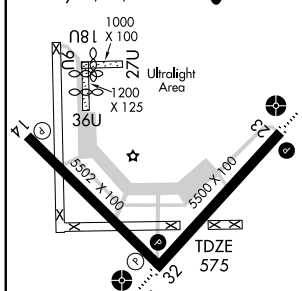
INDIANAPOLIS CENTER
124,775 269.45

UNICOM
122.8 (CTAF) **L**

EC-2, 17 DEC 2009 to 14 JAN 2010

ELEV 583	Rwy 18U ldg 1000'
	Rwy 36U ldg 800'
	Rwy 9U ldg 880'

MIRL Rwys 5-23 and 14-32 **L**
REIL Rwys 5, 14, 23 and 32 **L**



Remain
within 10 NM

NDB

2600 \searrow 046°

VGSI and descent
angles not coincident.

200

3.04° \searrow
TCH 35

CATEGORY	A	B	C	D
S-5	1000- $\frac{3}{4}$	425 (500- $\frac{3}{4}$)	1000-1 $\frac{1}{4}$	425 (500-1 $\frac{1}{4}$)
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1 $\frac{1}{2}$ 537 (600-1 $\frac{1}{2}$)	1280-2 $\frac{1}{4}$ 697 (700-2 $\frac{1}{4}$)

▼

▲

NA

If local altimeter setting not received, use Louisville Intl-
Standford Fld altimeter setting and increase all MDAs
120 feet. Inoperative table does not apply to Cat C.
Visibility reduction by helicopters NA.

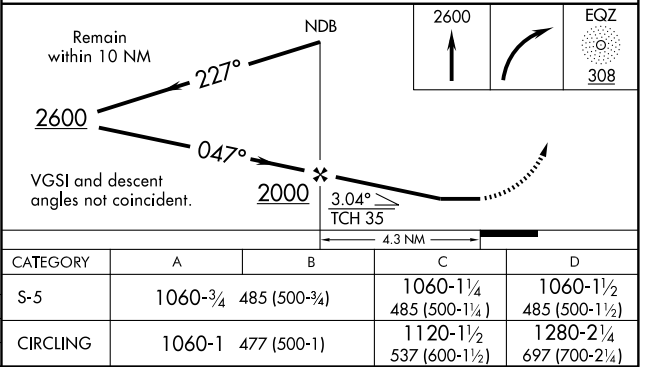
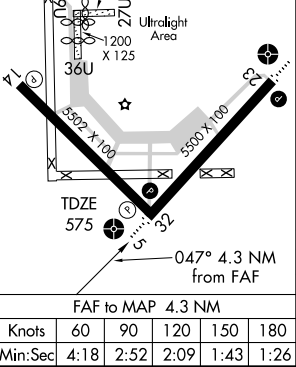
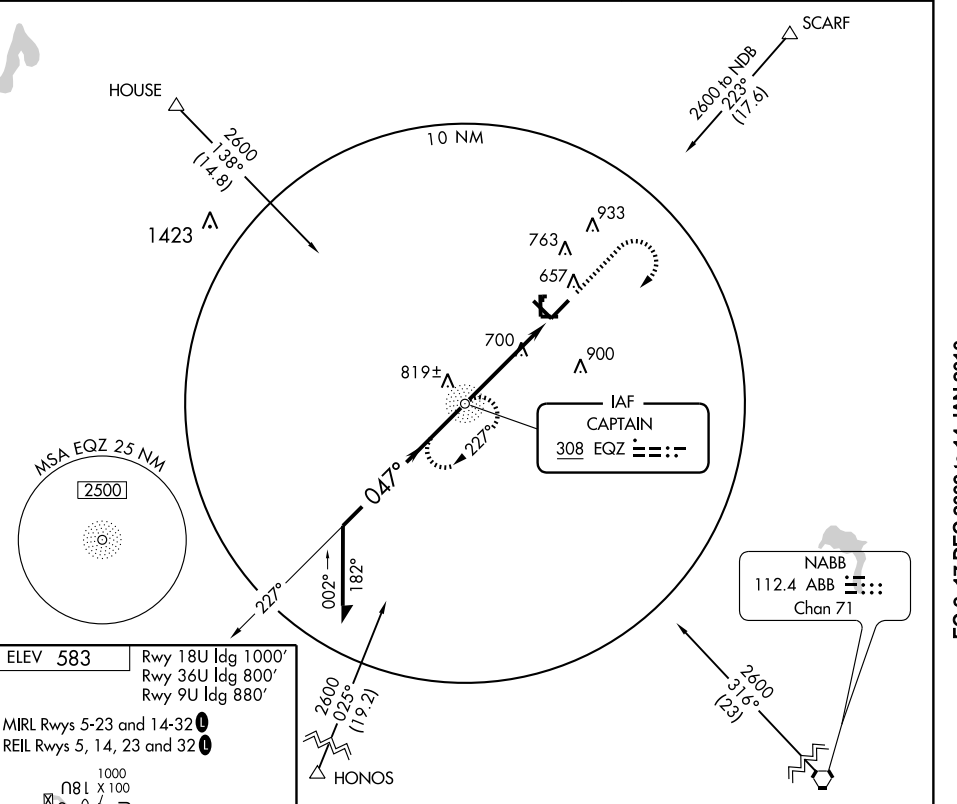
ODALS

●

⋮

MISSED APPROACH: Climb to 2600,
then right turn direct EQZ NDB
and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) 1



WAAS CH 53704 W05A	APP CRS 046°	Rwy Idg TDZE 5500 575 Apt Elev 583
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RNAV (GPS) RWY 5
SEYMOUR/ FREEMAN MUNI (SER)

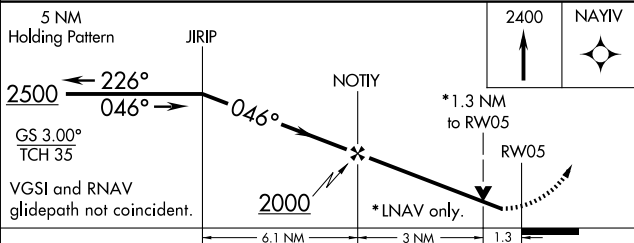
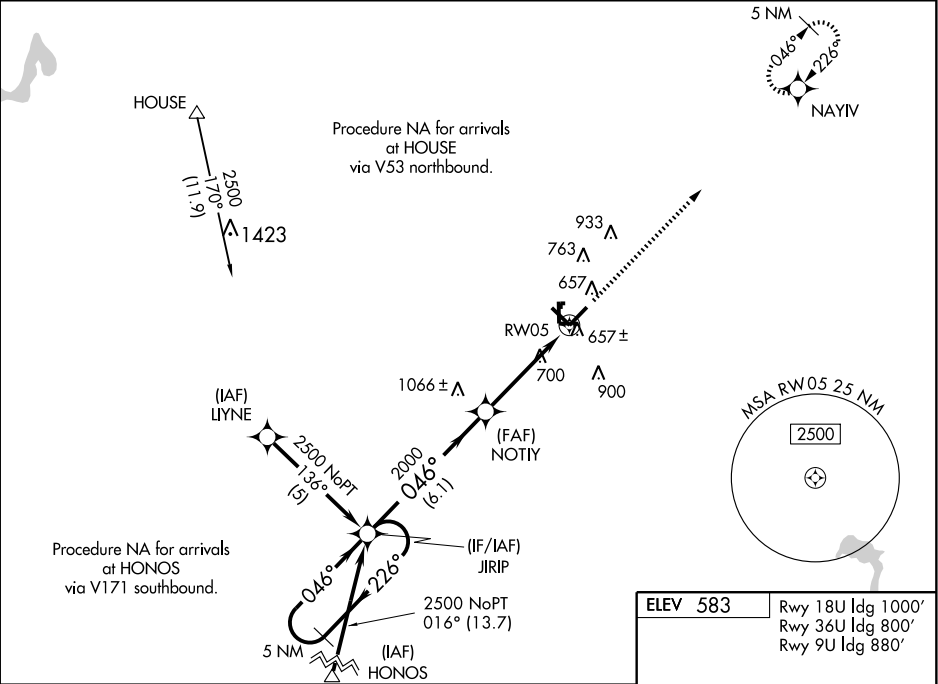
NA

If local altimeter setting not received, use Louisville Intl - Standford Field altimeter setting and increase all DAs/MDAs 120 feet. Baro-VNAV and VDP NA when using Louisville Intl - Standford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

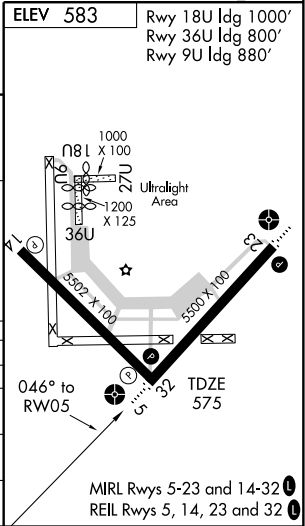
ODALS

MISSED APPROACH:
Climb to 2400 direct
NAYIV and hold.

AWOS-3 119.425	INDIANAPOLIS CENTER 124.775 269.45	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	825-1		250 (300-1)	
LNAV/VNAV DA	927-1¼		352 (400-1¼)	
LNAV MDA	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)



WAAS CH 58003 W14A	APP CRS 136°	Rwy Idg 5502 TDZE 583 Apt Elev 583
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RNAV (GPS) RWY 14

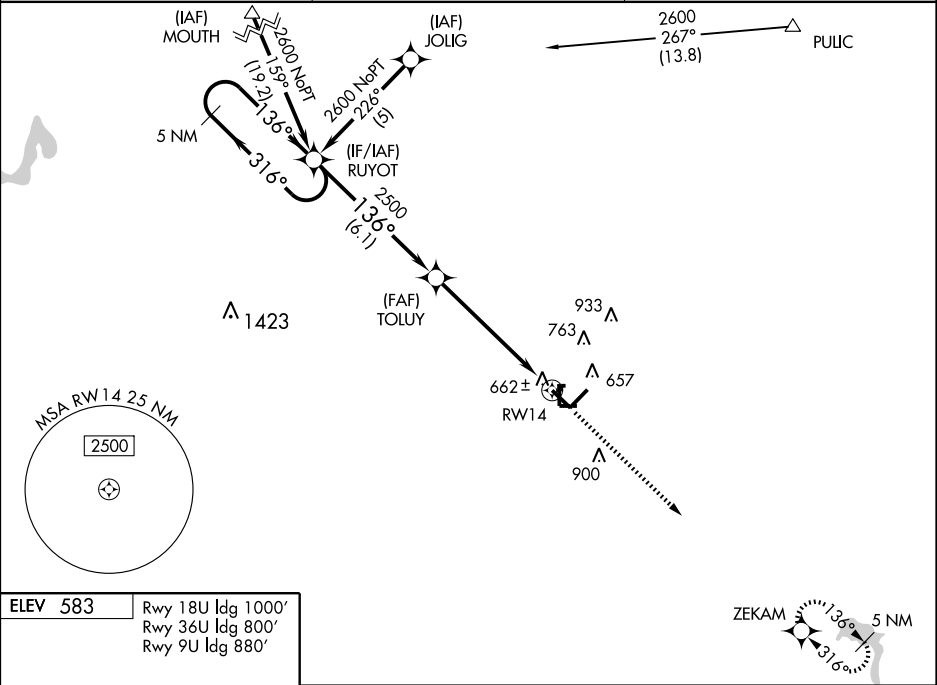
SEYMOUR/ FREEMAN MUNI (SER)

▼
▲ NA

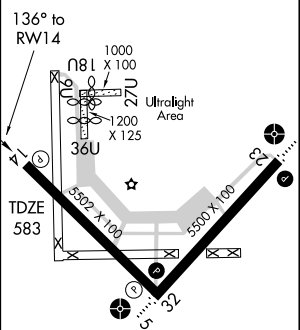
If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2400 direct ZEKAM and hold.

AWOS-3 119.425	INDIANAPOLIS CENTER 124.775 269.45	UNICOM 122.8 (CTAF) 1
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ELEV 583	Rwy 18U Idg 1000' Rwy 36U Idg 800' Rwy 9U Idg 880'
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MIRL Rwy 5-23 and 14-32 1
REIL Rwy 5, 14, 23 and 32 1

5 NM Holding Pattern RUYOT

VGSI and RNAV glidepath not coincident.

2400 ZEKAM

GS 3.00° TCH 40

2600 316° 136°

2500

*1 NM to RW14

*LNAV only.

6.1 NM 4.8 NM 1 NM

CATEGORY	A	B	C	D
LPV DA		909-1¼	326 (400-1¼)	
LNAV/VNAV DA		934-1¼	351 (400-1¼)	
LNAV MDA		920-1	337 (400-1)	
CIRCLING	980-1 397 (400-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

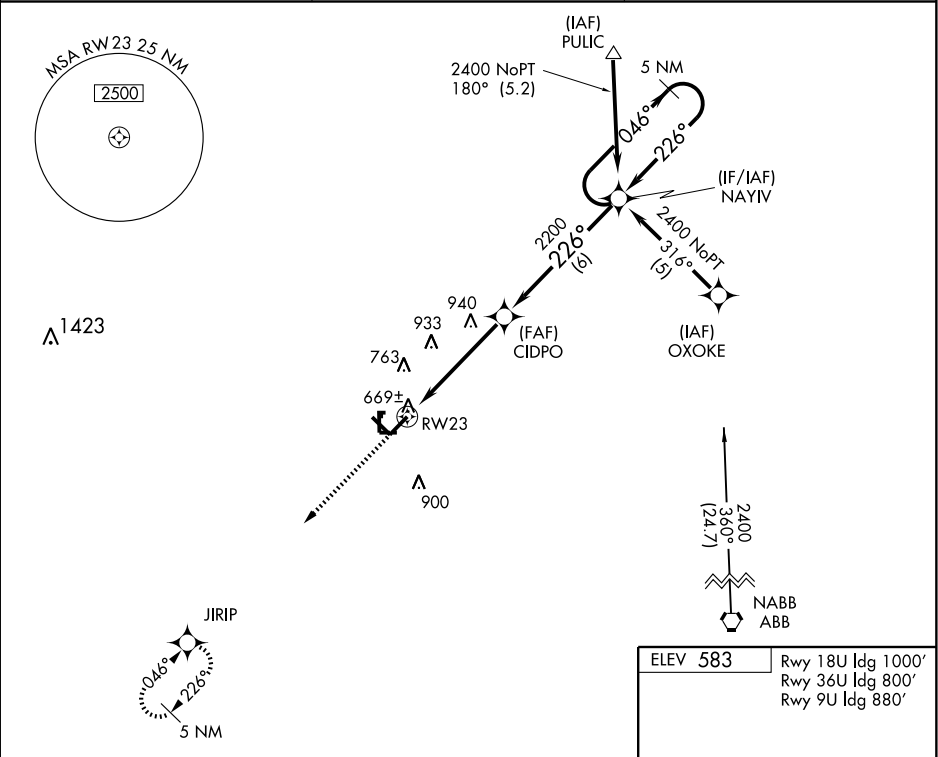
WAAS CH 48903 W23A	APP CRS 226°	Rwy Idg TDZE 580 Apt Elev 583
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RNAV (GPS) RWY 23

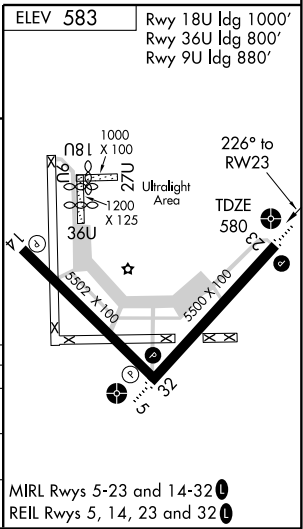
SEYMOUR/ FREEMAN MUNI (SER)

<p>▼ If local altimeter setting not received, use Louisville Intl-Standford Field altimeter setting, and increase all DAs/MDAs 120 feet. ▲ NA VDP NA when using Louisville Intl-Standford Field altimeter setting. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.</p>	<p>ODALS </p>	<p>MISSED APPROACH: Climb to 2500 direct JIRIP and hold.</p>
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AWOS-3 119.425	INDIANAPOLIS CENTER 124.775 269.45	UNICOM 122.8 (CTAF) 1
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2500 ↑ JIRIP	VGSI and RNAV glidepath not coincident.			
CATEGORY	A	B	C	D
LPV DA	886-1 306 (400-1)			
LNAV MDA	1200-3/4 620 (700-3/4)	1200-13/4 620 (700-13/4)	1200-2 620 (700-2)	
CIRCLING	1200-1 617 (700-1)	1200-13/4 617 (700-13/4)	1280-21/4 697 (700-21/4)	



WAAS CH 99403 W32A	APP CRS 316°	Rwy Idg 5502 TDZE 574 Apt Elev 583
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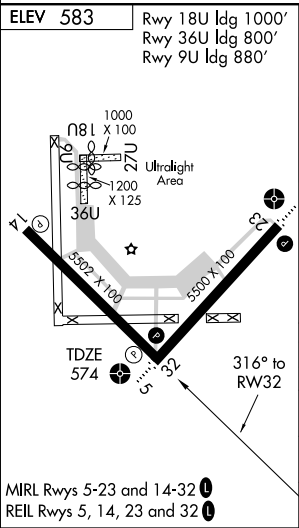
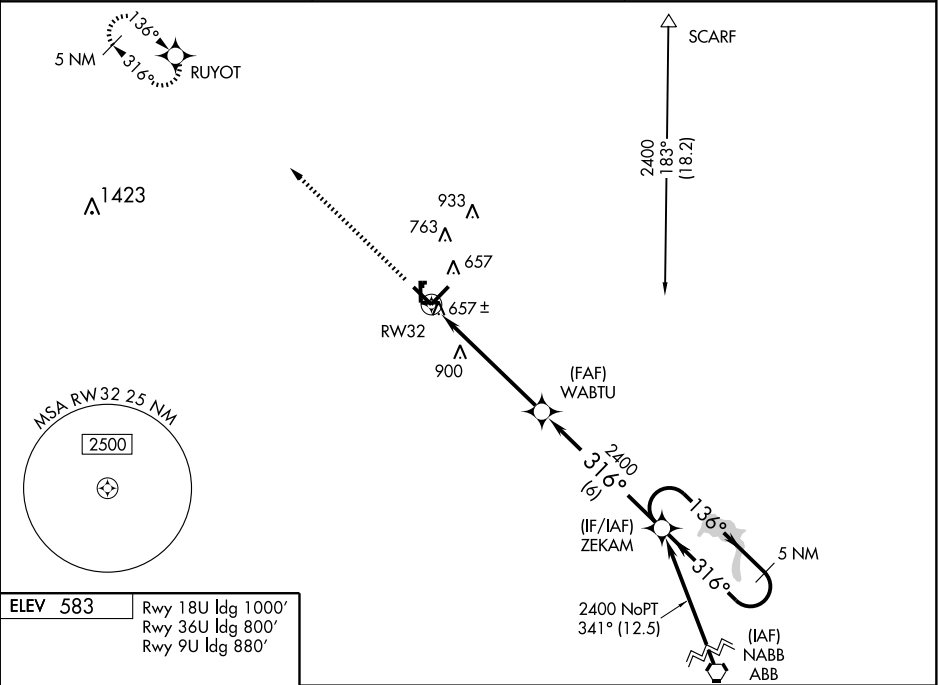
RNAV (GPS) RWY 32
SEYMOUR/ FREEMAN MUNI (SER)

▼
▲ NA

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2600 direct RUYOT and hold.

AWOS-3 119.425	INDIANAPOLIS CENTER 124.775 269.45	UNICOM 122.8 (CTAF) 1
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2600	RUYOT	WABTU	ZEKAM	5 NM Holding Pattern
2400	316°	316°	136°	2400
*1.9 NM to RW32				GS 3.00° TCH 40
*LNAV only.				VGSI and RNAV glidepath not coincident.
1.9	3.6 NM	6 NM		
CATEGORY	A	B	C	D
LPV DA		907-1¼	333 (400-1¼)	
LNAV/VNAV DA		931-1¼	357 (400-1¼)	
LNAV MDA	1200-1	626 (700-1)	1200-1¾ 626 (700-1¾)	1200-2 626 (700-2)
CIRCLING	1200-1	617 (700-1)	1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)

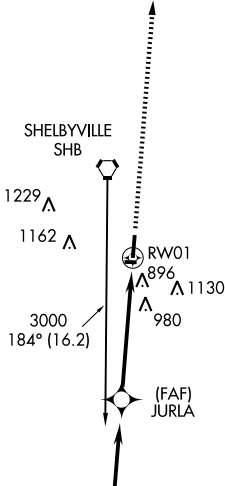
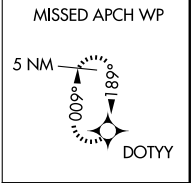
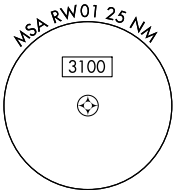
APP CRS	Rwy Idg	5000
009°	TDZE	802
	Apt Elev	803

RNAV (GPS) RWY 1
SHELBYVILLE MUNI (GEZ)

- ▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Indianapolis Intl altimeter setting.
- ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

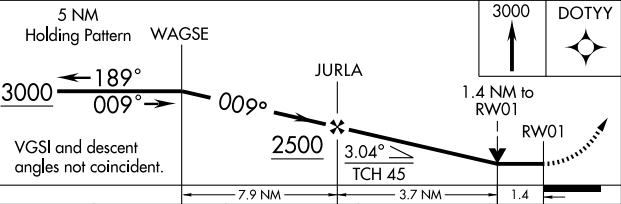
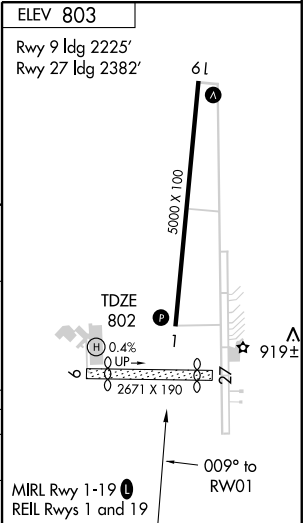
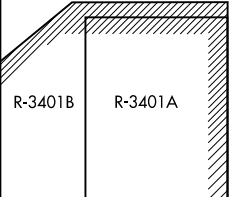
MISSED APPROACH: Climb to 3000 direct DOTYY and hold.

ASOS 121.55	INDIANAPOLIS APP CON 127.15 317.8	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at SHB VORTAC via V97 northwest bound.

▲ 2002



CATEGORY	A	B	C	D
LNAV MDA	1280-1 478 (500-1)	1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)	1280-1¾ 478 (500-1¾)
CIRCLING	1280-1 477 (500-1)	1280-1½ 477 (500-1½)	1280-2¼ 677 (700-2¼)	1280-3¼ 677 (700-3¼)

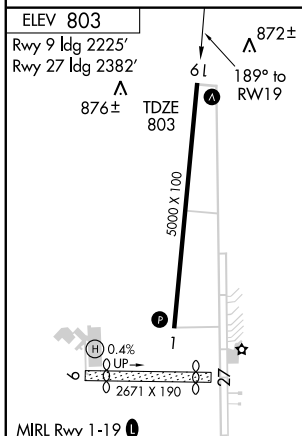
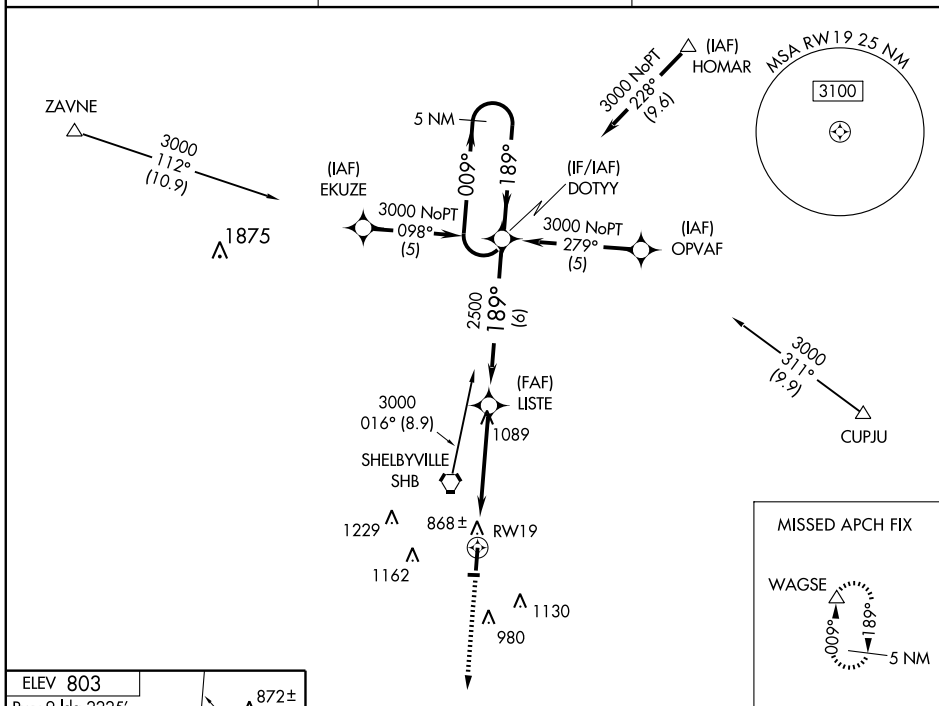
WAAS CH 53603 W19A	APP CRS 189°	Rwy Idg TDZE Apt Elev	5000 803 803
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RNAV (GPS) RWY 19

▼
▲ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000
direct WAGSE and hold.

ASOS 121.55	INDIANAPOLIS APP CON 127.15 317.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1095-1	292 (300-1)	
RNAV/VNAV DA		1142-1½	339 (400-1½)	
RNAV MDA		1140-1	337 (400-1)	
CIRCLING	1200-1 397 (400-1)	1260-1 457 (500-1)	1260-1½ 457 (500-1½)	1480-2 ¼ 677 (700-2 ¼)

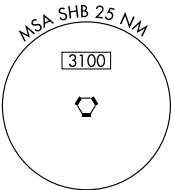
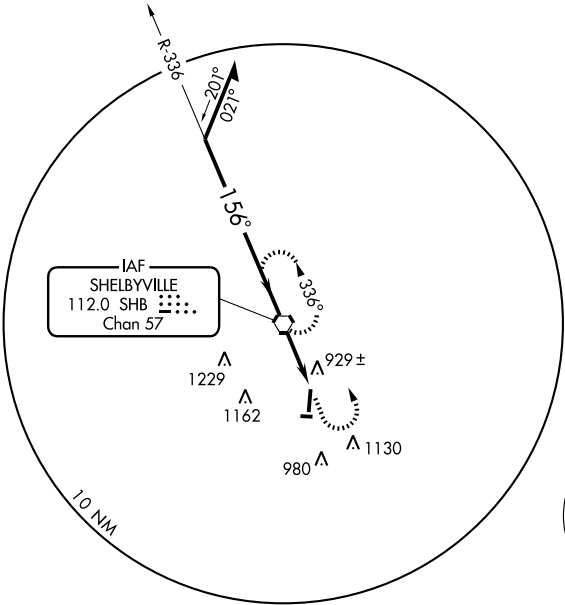
VORTAC SHB	APP CRS	Rwy ldg	5000
112.0	156°	TDZE	803
Chan 57		Apt Elev	804

VOR RWY 19
SHELBYVILLE MUNI (GEZ)

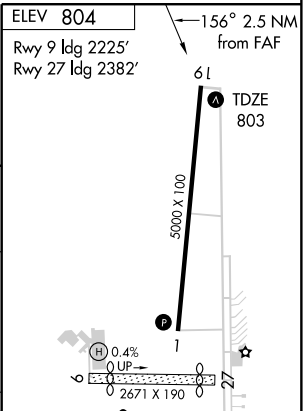
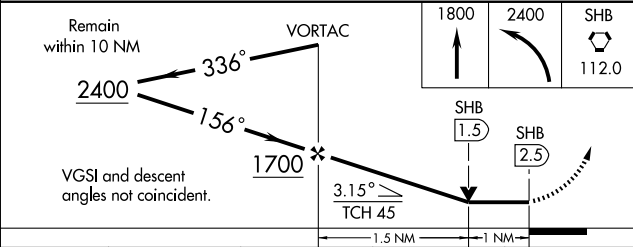


MISSED APPROACH: Climb to 1800, then climbing left turn to 2400 direct SHB VORTAC and hold.

ASOS 121.55	INDIANAPOLIS APP CON 127.15 317.8	UNICOM 122.8 (CTAF) 1
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2002

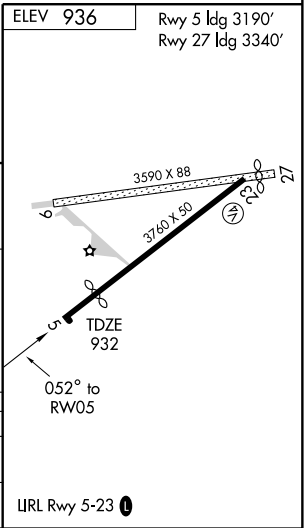
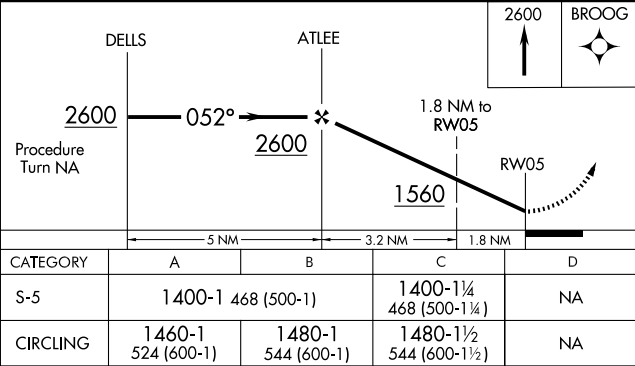
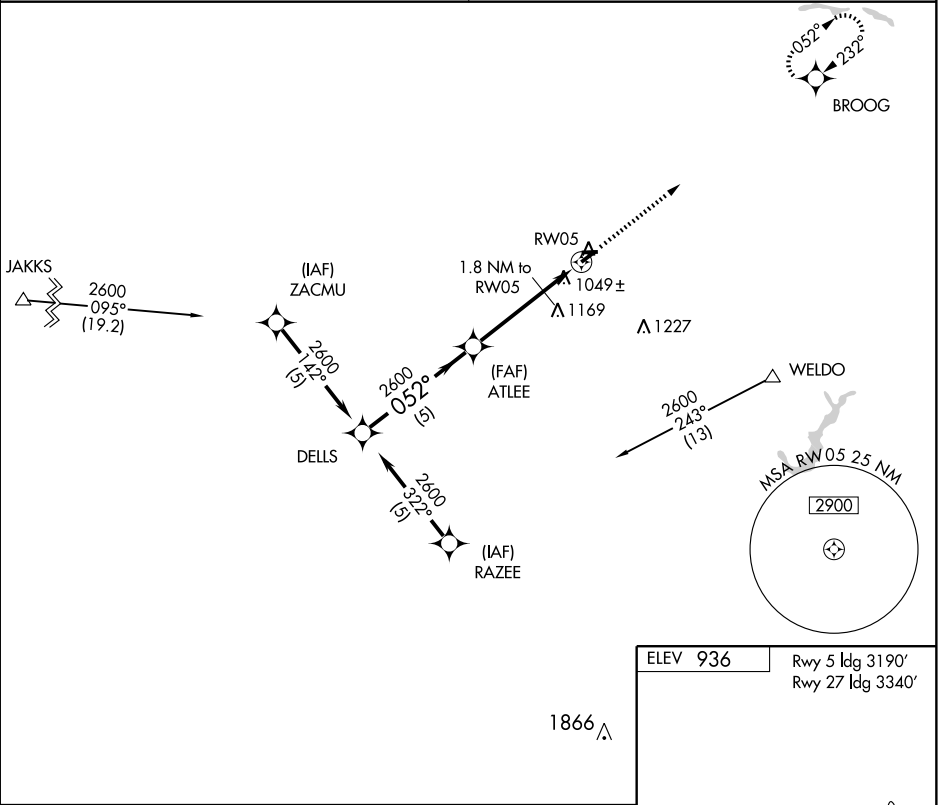


CATEGORY	A	B	C	D
S-19	1180-1	377 (400-1)	1180-1¼	377 (400-1¼)
CIRCLING	1240-1 436 (500-1)	1260-1 456 (500-1)	1260-1½ 456 (500-1½)	1480-2¼ 676 (700-2¼)

MIRL Rwy 1-19 1					
REIL Rwy 1 and 19					
FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

APP CRS	Rwy Idg	3190
052°	TDZE	932
	Apt Elev	936

▲ NA	Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.	MISSED APPROACH: Climb to 2600 direct BROOG WP and hold.
INDIANAPOLIS APP CON 124.65 317.8		UNICOM 123.075 (CTAF) 0



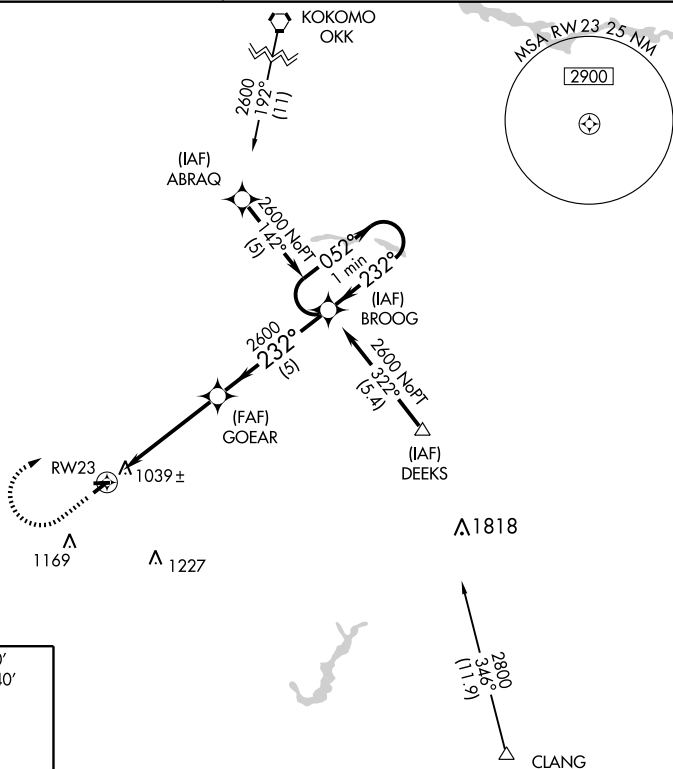
APP CRS	Rwy Idg	3760
232°	TDZE	932
	Apt Elev	936

GPS RWY 23
SHERIDAN (514)

A NA	Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.
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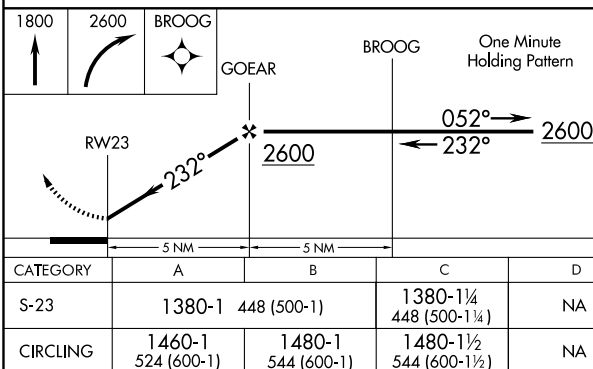
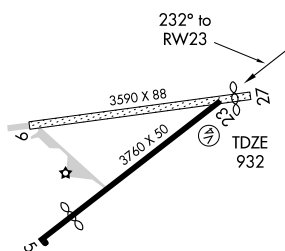
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct BROOG WP and hold.

INDIANAPOLIS APP CON
124.65 317.8

UNICOM
123.075 (CTAF) **L**

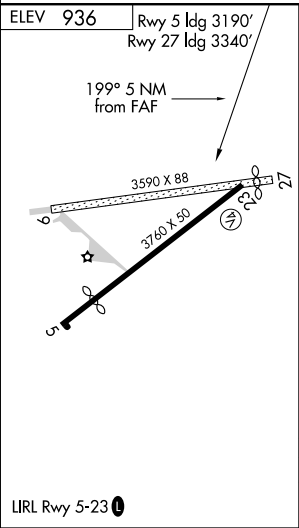
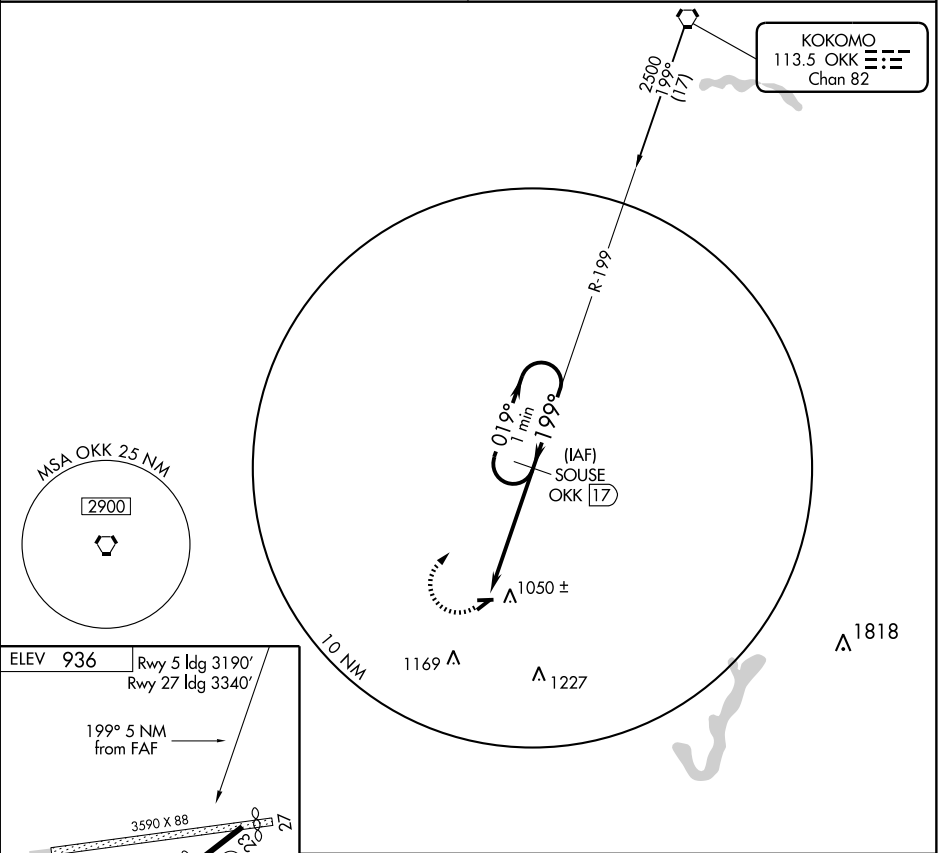
EC-2, 17 DEC 2009 to 14 JAN 2010

ELEV 936	Rwy 5 ldg 3190'
	Rwy 27 ldg 3340'

LIRL Rwy 5-23 **L**

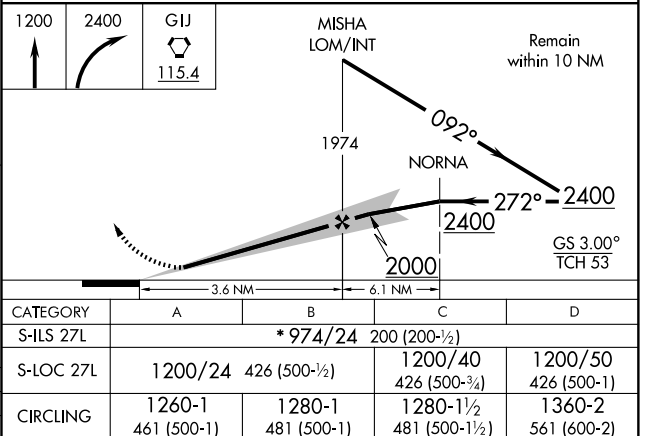
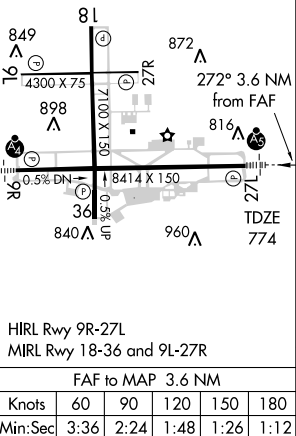
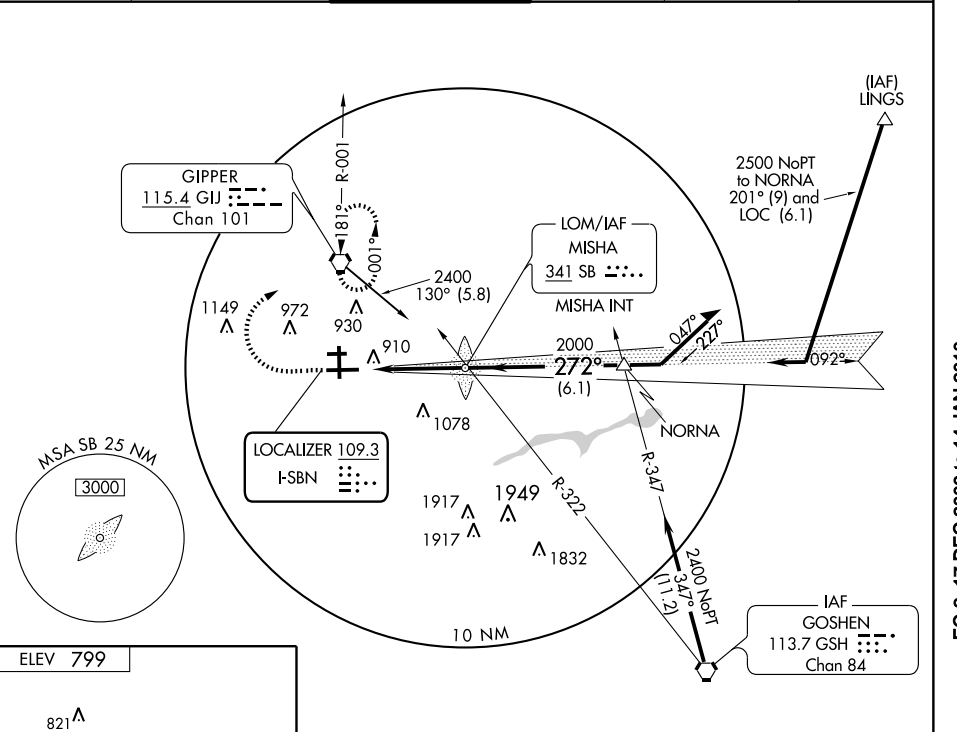
VORTAC OKK	APP CRS	Rwy Idg TDZE	N/A
113.5	199°	Apt Elev	N/A
Chan 82			936

<div>▲ NA</div> <div>Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.</div>	<div>MISSED APPROACH: Climbing right turn to 2500 via OKK R-199 to SOUSE and hold.</div>
<div>INDIANAPOLIS APP CON</div> <div>124.65 317.8</div>	<div>UNICOM</div> <div>123.075 (CTAF) 0</div>



<div>2500</div> <div>SOUSE</div> <div>OKK R-199</div> <div>113.5</div> <div>OKK 17</div>	<div>One Minute Holding Pattern</div> <div>SOUSE</div> <div>OKK 17</div> <div>019° → 2500</div> <div>← 199°</div> <div>5 NM</div>			
CATEGORY	A	B	C	D
CIRCLING	1460-1 524 (600-1)	1480-1¼ 544 (600-1¼)	1480-1½ 544 (600-1½)	NA

<div><div><div>▼</div><div>▲</div></div><div>* RVR 1800 authorized with the use of FD or AP or HUD to DA.</div></div>	<div>LOC I-SBN</div> <div><u>109.3</u></div>	<div>APP CRS</div> <div><u>272°</u></div>	<div>Rwy Idg TDZE</div> <div>8414 774</div> <div>Apt Elev</div> <div>799</div>	<div>MALSRL</div> <div><div><div>AS</div><div><div><div></div><div></div><div></div></div></div></div></div>	<div>MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct GIJ VORTAC and hold.</div>
<div>ATIS</div> <div>118.15</div>	<div>SOUTH BEND APP CON*</div> <div>118.55 257.8</div>	<div>SOUTH BEND TOWER*</div> <div>118.9 (CTAF) 257.8</div>	<div>GND CON</div> <div>121.7</div>	<div>CLNC DEL</div> <div>121.9</div>	<div>UNICOM</div> <div>122.95</div>

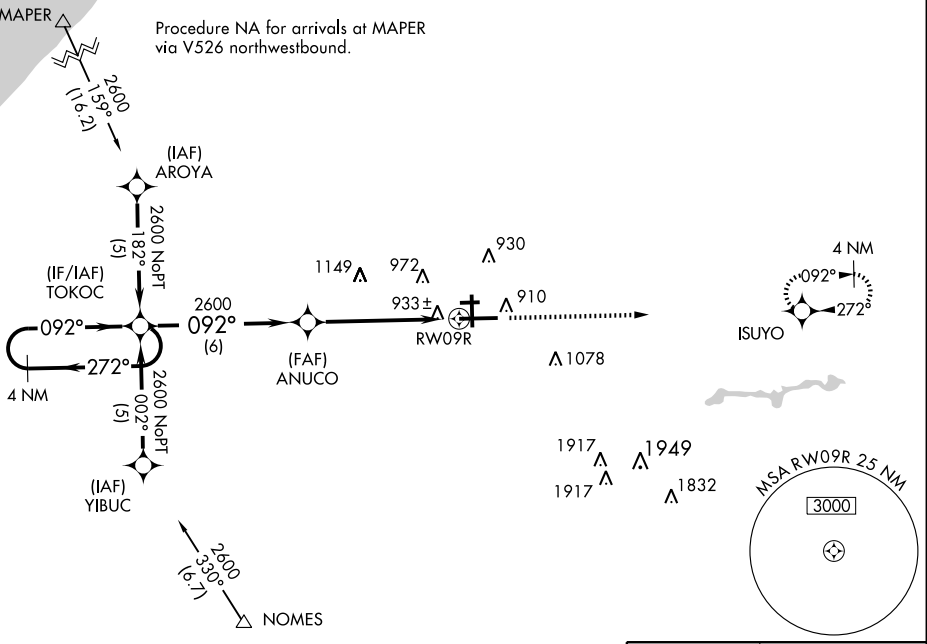


WAAS CH 60908 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev 799
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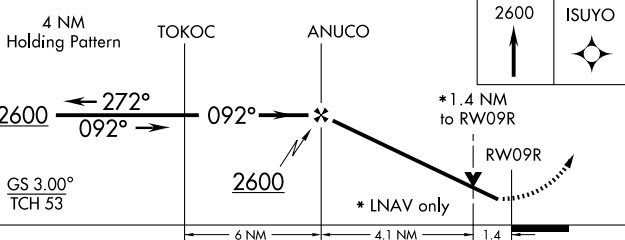
RNAV (GPS) RWY 9R
SOUTH BEND RGNL (SBN)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When VGSI inoperative, circling Rwy 27R NA at night. Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C.	MALSF 	MISSED APPROACH: Climb to 2600 direct ISUYO WP and hold.
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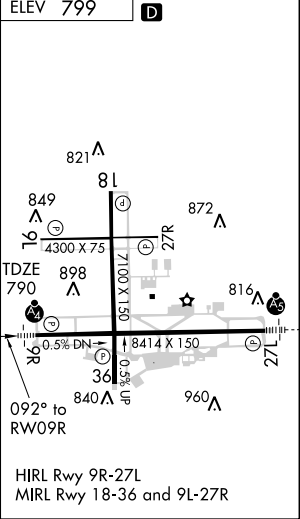
ATIS 118.15	SOUTH BEND APP CON ★ 118.55 257.8	SOUTH BEND TOWER ★ 118.9 (CTAF) 257.8	GND CON 121.7	CLNC DEL 121.9	UNICOM 122.95
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Procedure NA for arrivals at NOMES via V8-92-126 eastbound and V156 southwestbound.



CATEGORY	A	B	C	D
LPV DA	1190-1½	400 (400-1½)		
LNAV/VNAV DA	1280-1¾	490 (500-1¾)		
LNAV MDA	1280-¾ 490 (500-¾)	1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)	1280-1½ 490 (500-1½)
CIRCLING	1280-1¾ 481 (500-1¾)			561 (600-2)



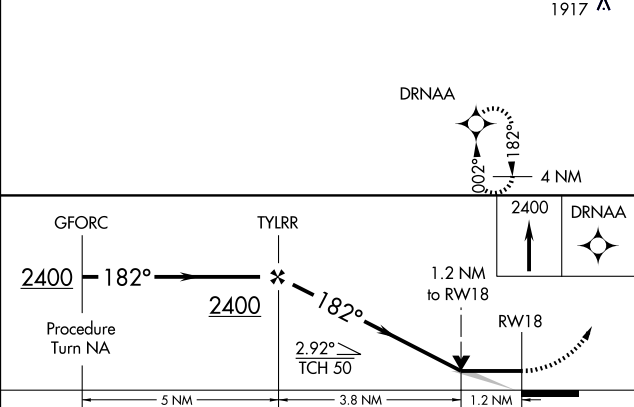
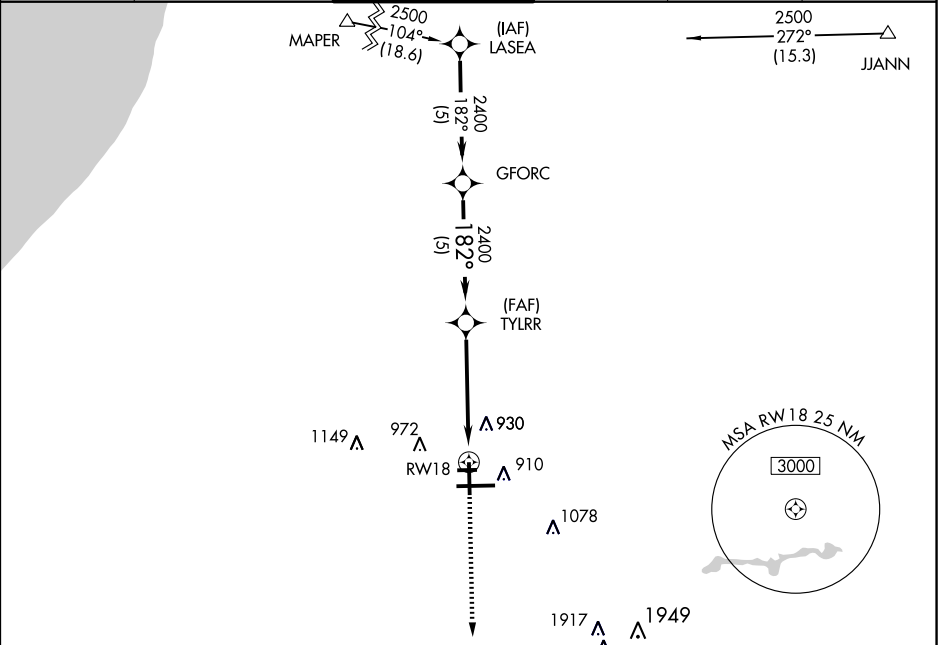
APP CRS	Rwy Idg	7100
182°	TDZE	799
	Apt Elev	799

RNAV (GPS) RWY 18

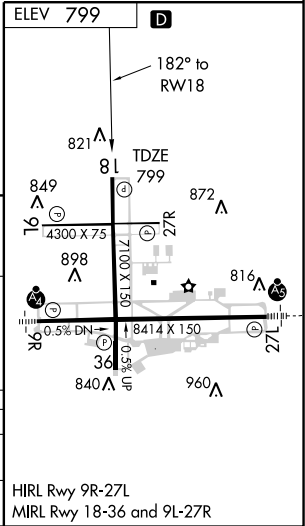
SOUTH BEND RGNL (SBN)

GPS or RNP-0.3 required.	MISSED APPROACH: Climb to 2400 direct DRNAA WP and hold.
NA	DME/DME RNP-0.3 NA.

ATIS 118.15	SOUTH BEND APP CON* 118.55 257.8	SOUTH BEND TOWER* 118.9 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
RNAV MDA	1240-1	441 (500-1)	1240-1 1/4 441 (500-1 1/4)	1240-1 1/2 441 (500-1 1/2)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1 1/2 481 (500-1 1/2)	1360-2 561 (600-2)



WAAS CH 50108 W27A	APP CRS 272°	Rwy Idg TDZE 774 Apt Elev 799
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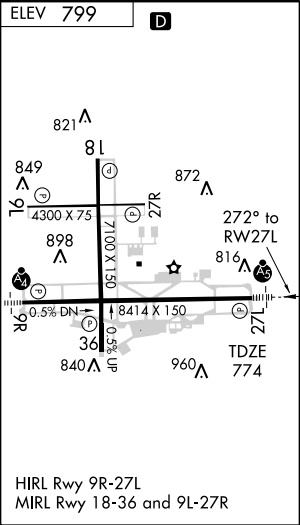
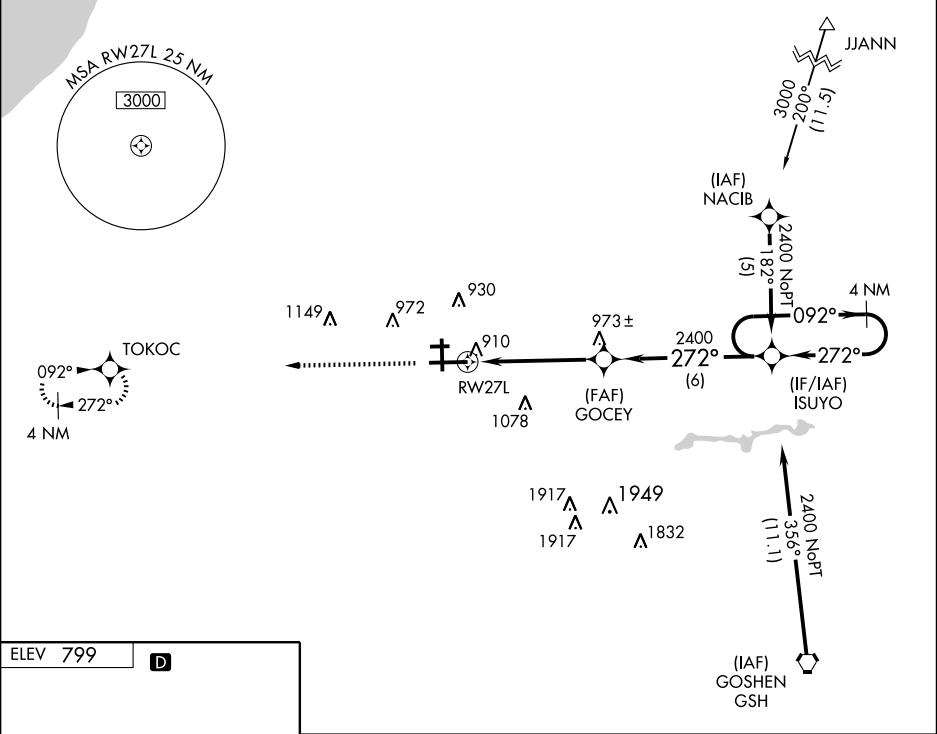
RNAV (GPS) RWY 27L
SOUTH BEND RGNL (SBN)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 27R NA at night.
For inoperative MALSR, increase LPV all cats visibility to RVR 4000.



MISSED APPROACH: Climb to 2600
direct TOKOC WP and hold.

ATIS 118.15	SOUTH BEND APP CON ★ 118.55 257.8	SOUTH BEND TOWER ★ 118.9 (CTAF) 257.8	GND CON 121.7	CLNC DEL 121.9	UNICOM 122.95
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2600	TOKOC	GOCEY	ISUYO	4 NM Holding Pattern
2600	TOKOC	GOCEY	ISUYO	4 NM Holding Pattern
* 1.4 NM to RW27L				
* LNAV only				
VGSI and RNAV Glidepath not coincident.				
GS 3.00° TCH 53				
CATEGORY	A	B	C	D
LPV DA		1030/24	256 (300-½)	
LNAV/VNAV DA		1160/40	386 (400-¾)	
LNAV MDA	1260/24	486 (500-½)	1260/40 486 (500-¾)	1260/50 486 (500-1)
CIRCLING	1260-1¼ 461 (500-1¼)	1280-1¼ 481 (500-1¼)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

APP CRS	Rwy Idg	4300
272°	TDZE	788
	Apt Elev	799

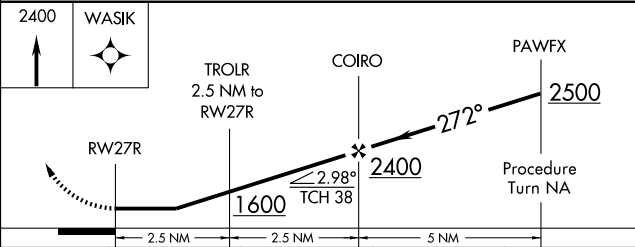
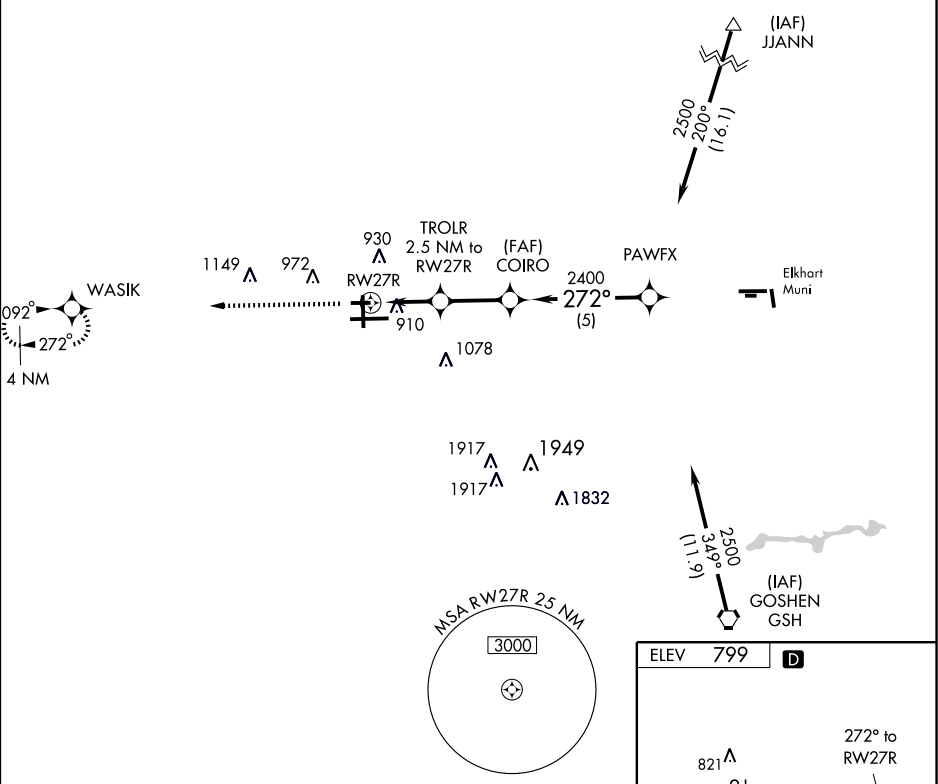
RNAV (GPS) RWY 27R

SOUTH BEND RGNL (SBN)

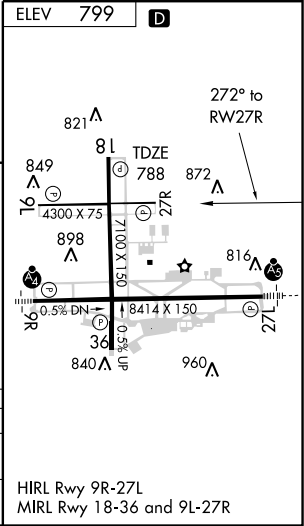
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2400 direct
WASIK WP and hold.

ATIS 118.15	SOUTH BEND APP CON★ 118.55 257.8	SOUTH BEND TOWER★ 118.9 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1160-1	372 (400-1)		1160-1¼ 372 (400-1¼)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

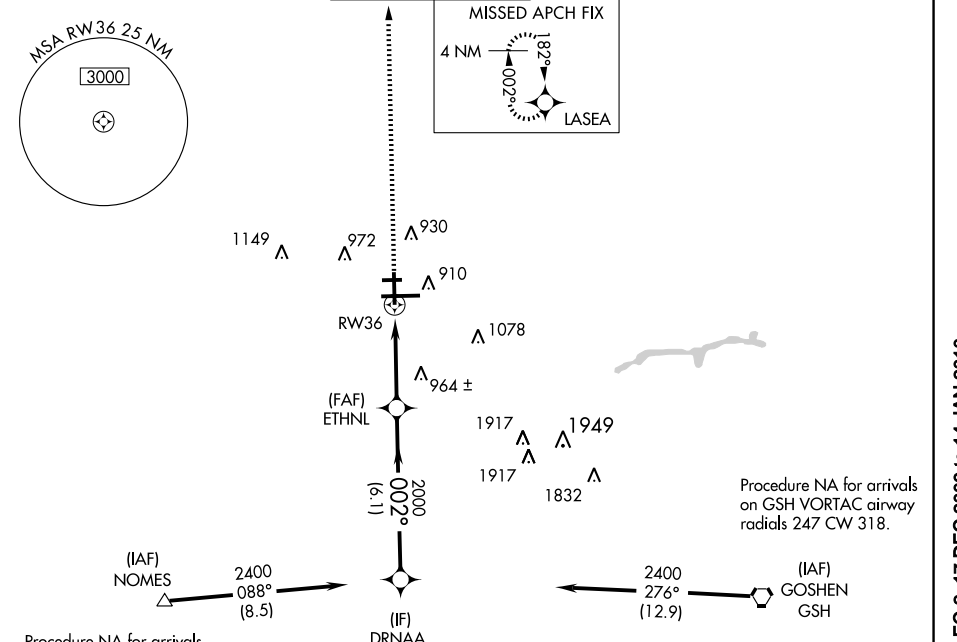


▼
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct LASEA and hold.

ATIS 118.15	SOUTH BEND APP CON* 118.55 257.8	SOUTH BEND TOWER* 118.9 (CTAF) 257.8	GND CON 121.7	CLNC DEL 121.9	UNICOM 122.95
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<div>ELEV 799</div> <div>HIRL Rwy 9R-27L</div> <div>MIRL Rwys 18-36 and 9L-27R</div>				
<div>2400</div> <div>LASEA</div> <div>*LNAV Only</div> <div>RW36</div> <div>ETHNL</div> <div>DRNAA</div> <div>Procedure Turn NA</div> <div>*1.5 NM to RW36</div> <div>002°</div> <div>2400</div> <div>2000</div> <div>GS 3.00°</div> <div>TCH 50</div> <div>1.5 NM</div> <div>2.2 NM</div> <div>6.1 NM</div>				
CATEGORY	A	B	C	D
LPV DA	1028-1 250 (300-1)			
LNAV/VNAV DA	1230-1¾ 452 (500-1¾)			
LNAV MDA	1280-1 502 (500-1)		1280-1½ 502 (500-1½)	
CIRCLING	1280-1 481 (500-1)		1280-1½ 561 (600-2)	

821

81

849

872

898

816

840

960

8414 X 150

8414 X 75

7100 X 150

7100 X 75

4300 X 75

0.5% DN

0.5% UP

002° to RW36

TDZE 778

EC-2, 17 DEC 2009 to 14 JAN 2010

VORTAC GJ 115.4 Chan 101	APP CRS 181°	Rwy Idg 7100 TDZE 799 Apt Elev 799
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VOR RWY 18
SOUTH BEND RGNL (SBN)



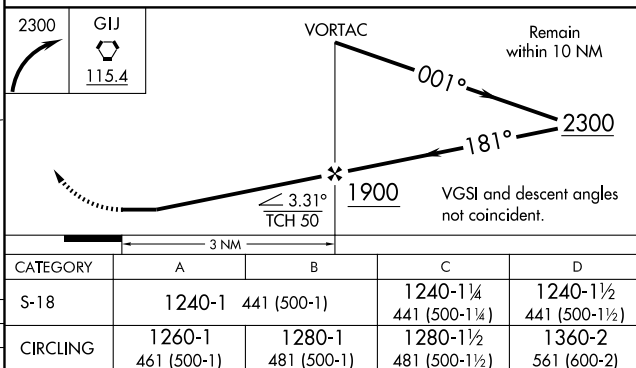
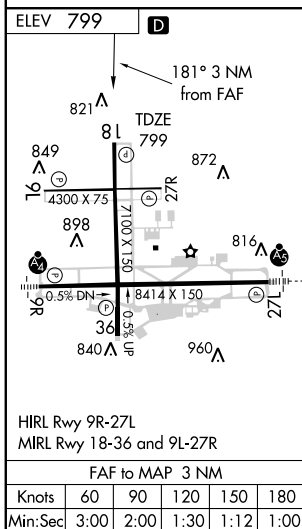
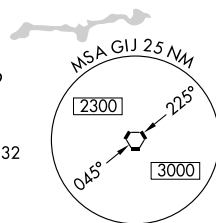
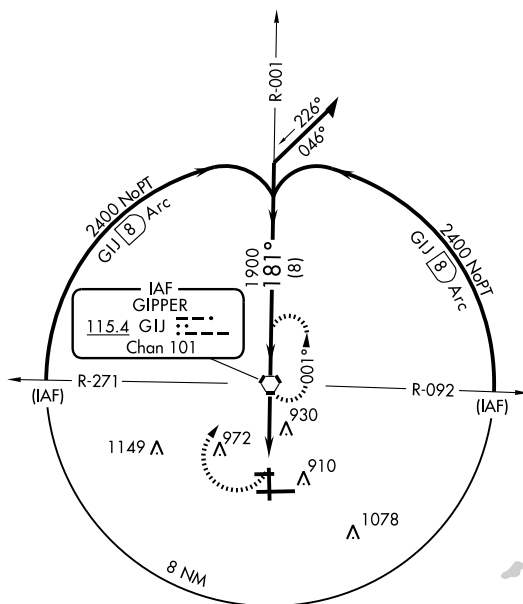
MISSED APPROACH: Climbing right turn to 2300 direct GJJ VORTAC and hold.

ATIS
118-15

SOUTH BEND APP CON★
118-55 257-8

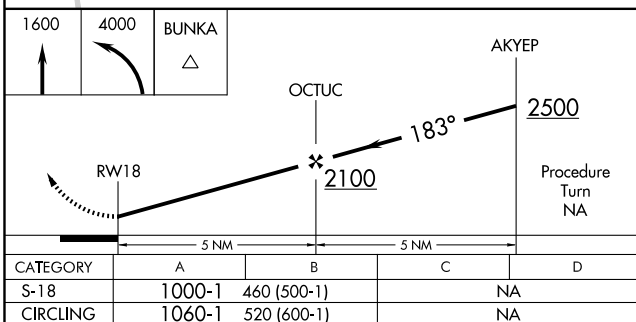
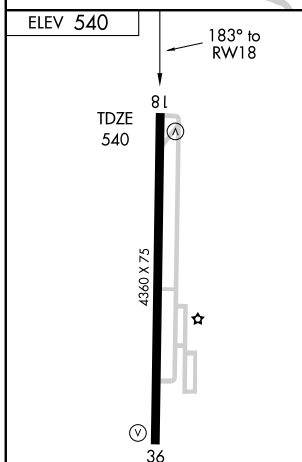
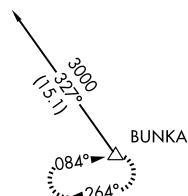
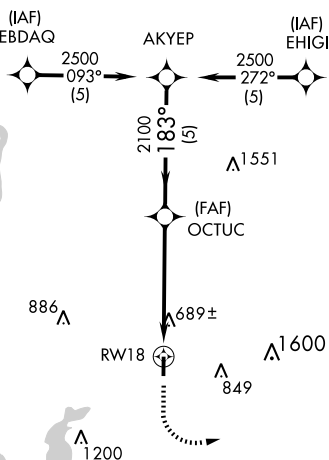
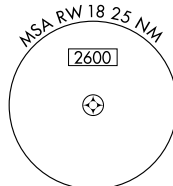
SOUTH BEND TOWER★
118.9 (CTAF) 257.8

GND CON
121.7

CLNC DEL
121.9UNICOM
122.95

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct BUNKA WP and hold.

UNICOM
122.8 (CTAF) **L**

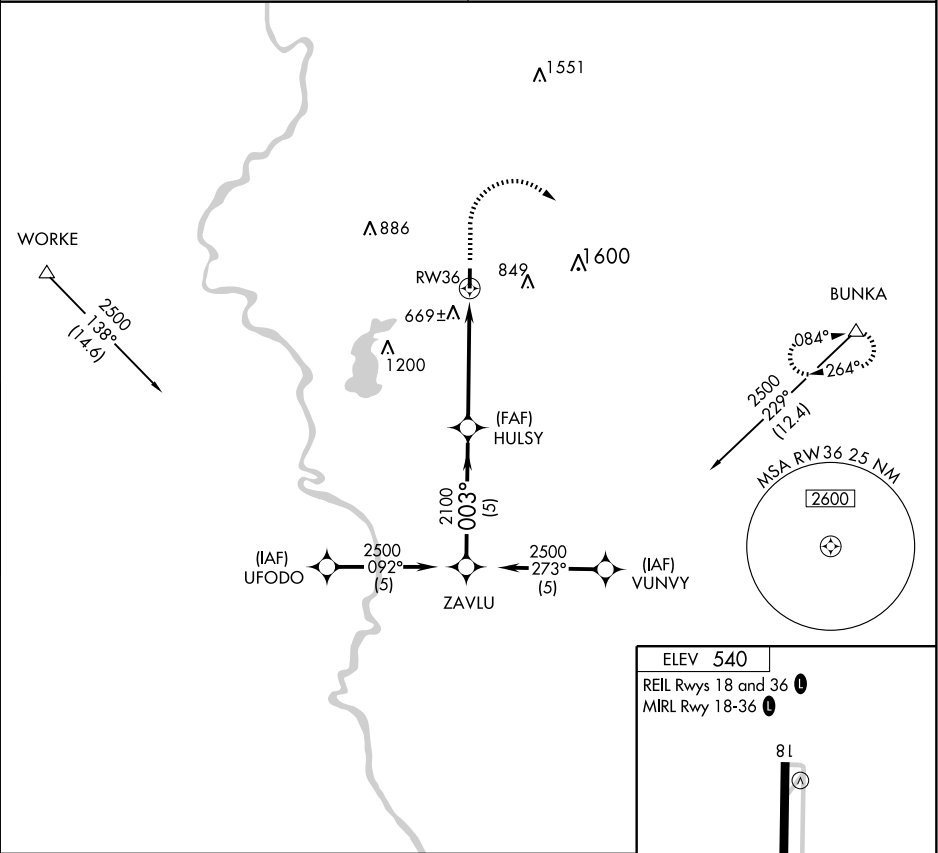


REIL Rwy 18 and 36 **L**
MIRL Rwy 18-36 **L**

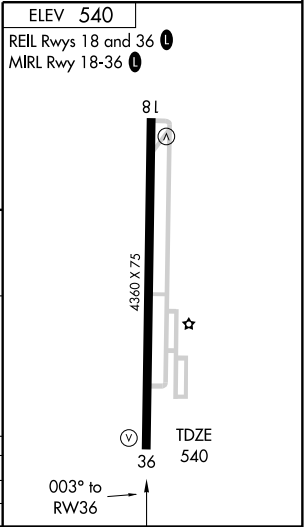
GPS RWY 36
SULLIVAN COUNTY (SIV)

APP CRS	Rwy Idg	4360
003°	TDZE	540
	Apt Elev	540

<div><div>▼</div><div>▲ NA</div></div> <div>Use Terre Haute altimeter setting.</div>	MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct BUNKA WP and hold.
HULMAN APP CON ★ 119.25 339.8	UNICOM 122.8 (CTAF) 0




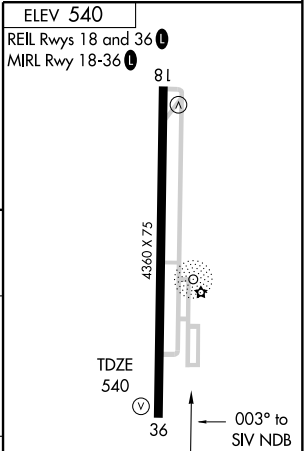
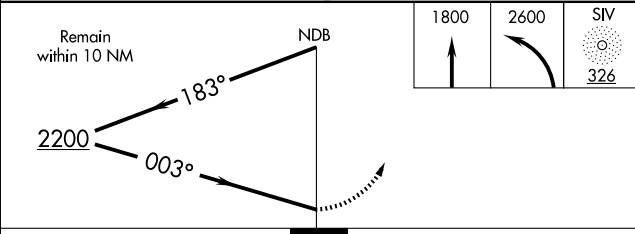
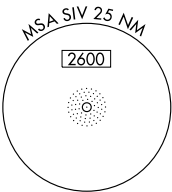
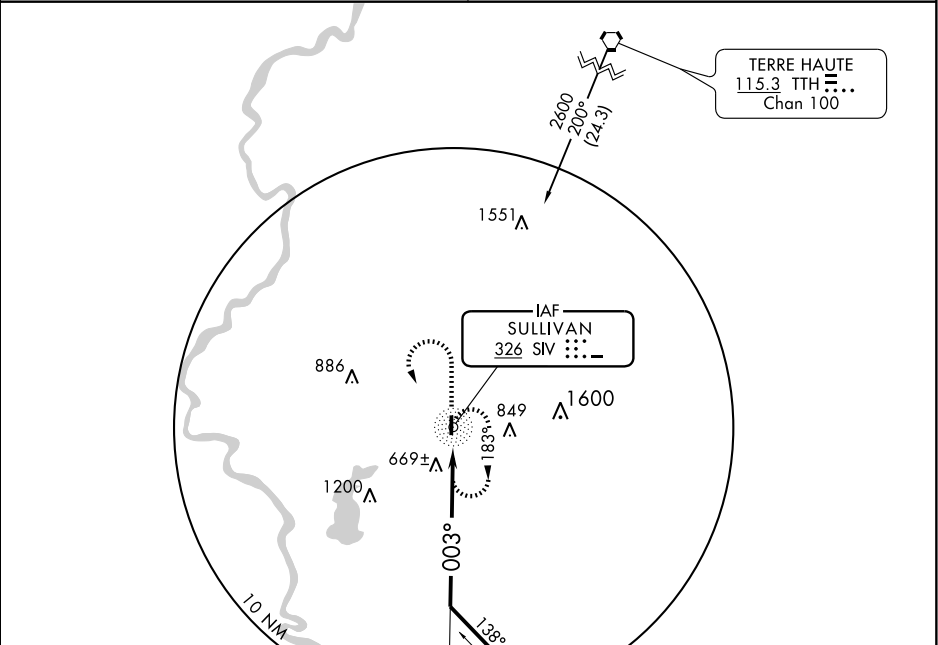
	ZAVLU		HULSY		RW36	
	2500		2100		669±	
	003°		003°		84°	
Procedure Turn NA	5 NM		5 NM		5 NM	
CATEGORY	A	B	C	D		
S-36	980-1	440 (500-1)	NA			
CIRCLING	1060-1	520 (600-1)	NA			



NDB RWY 36
SULLIVAN COUNTY (SIV)

NDB SIV	APP CRS	Rwy Idg	4360
<u>326</u>	<u>003°</u>	TDZE	540
		Apt Elev	540

<div><div><div>▼</div><div>▲</div><div>NA</div></div><div>Use Terre Haute altimeter setting.</div></div>	MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct SIV NDB and hold.
HULMAN APP CON ★ 119.25 339.8	UNICOM 122.8 (CTAF) 



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-36	1080-1	540 (600-1)	NA		Min:Sec					
CIRCLING	1080-1	540 (600-1)	NA							

▼

NA

Use Terre Haute altimeter setting.

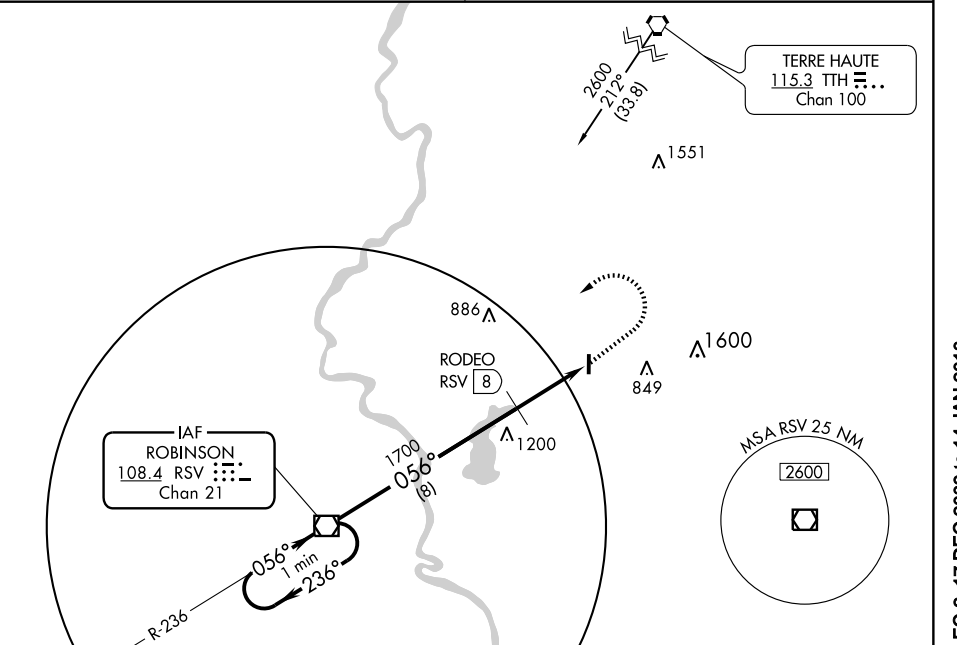
MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct RSV VOR/DME and hold.

HULMAN APP CON ★

119.25 339.8

UNICOM

122.8 (CTAF) 0



ELEV 540

REIL Rwys 18 and 36 1

MIRL Rwy 18-36 1

81

4360 X 75

36

056° 2.8 NM from FAF

One Minute Holding Pattern

VOR/DME

2100

←236°

056°→

056°

1700

RODEO RSV 8

RSV 10.8

8 NM

2.8 NM

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1060-1	520 (600-1)	NA		Min:Sec					

VOR/DME HNB	APP CRS	Rwy Idg	4400
109.2	318°	TDZE	659
Chan 29		Apt Elev	659

VOR or GPS RWY 31

TELL CITY / PERRY COUNTY MUNI (TEL)

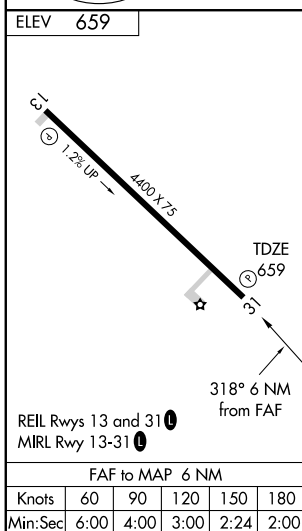
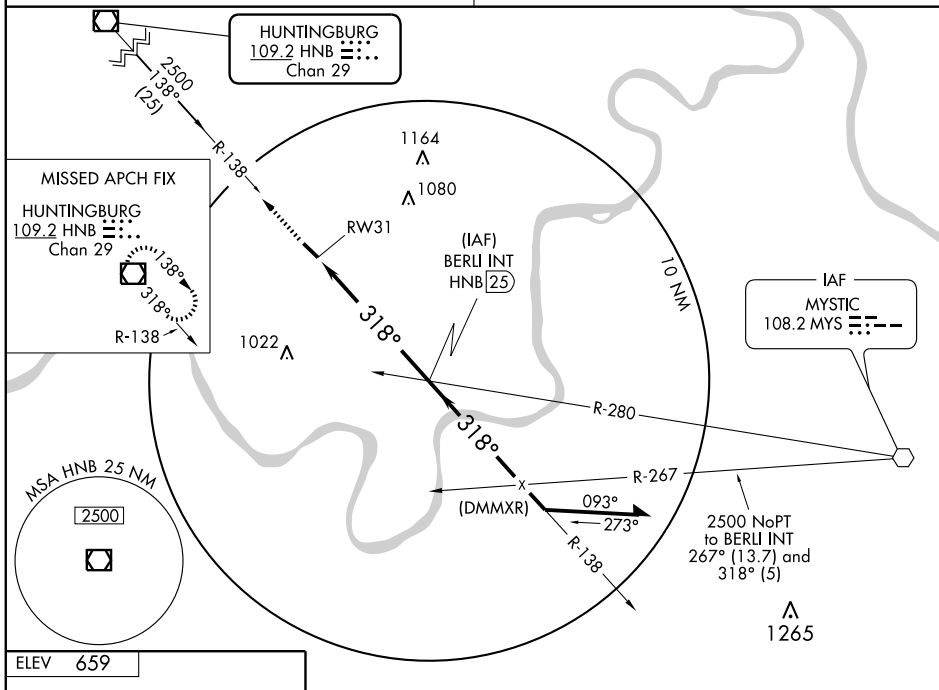
▼ Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

▲ NA

MISSED APPROACH: Climb to 2500 via HNB R-138 to HNB VOR/DME and hold.

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.7 (CTAF) 0



	2500	HNB	BERLI INT HNB 25	Remain within 10 NM
	HNB R-138 109.2			
	RW31			
	6 NM	5 NM		
CATEGORY	A	B	C	D
S-31	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
CIRCLING	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-31	1360-1	701 (800-1)	1360-2 701 (800-2)	NA
CIRCLING	1360-1	701 (800-1)	1360-2 701 (800-2)	NA

▼

NA

Use Terre Haute Intl altimeter setting.

Procedure NA at night.

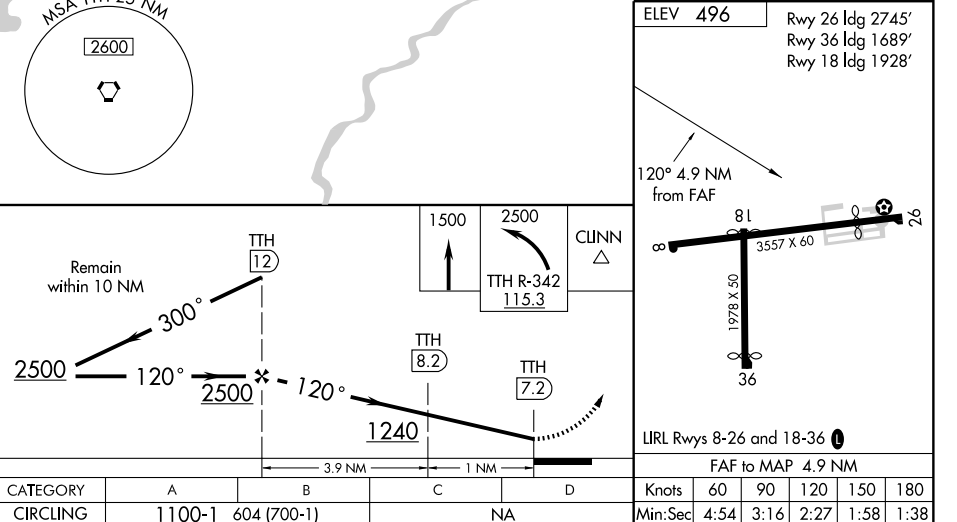
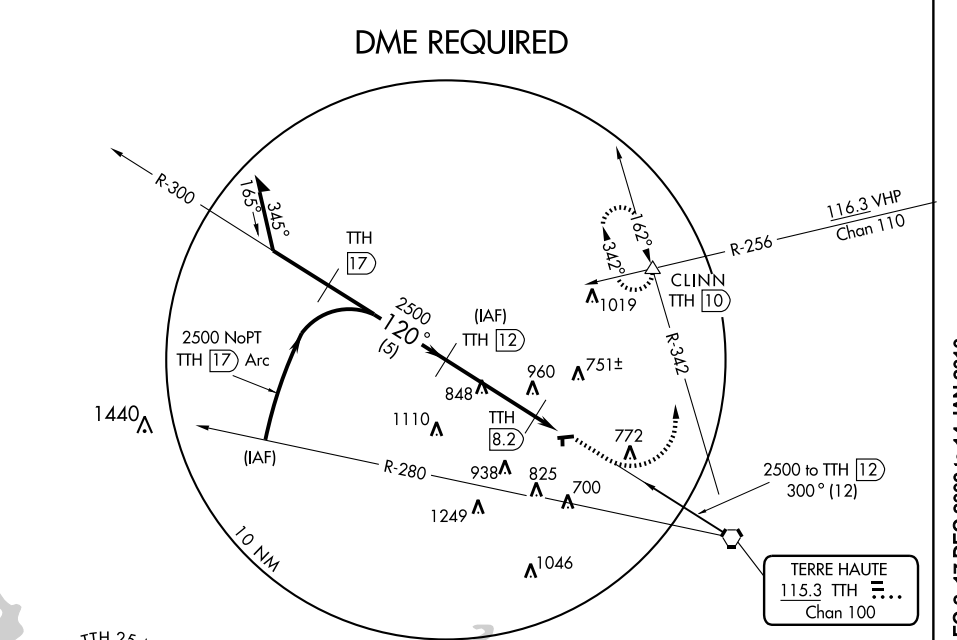
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via TTH R-342 to CUINN Int and hold.

HULMAN APP CON ★

125.45 339.8

UNICOM

122.8 (CTAF) ①



VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	300°	TDZE	N/A
Chan 100		Apt Elev	496

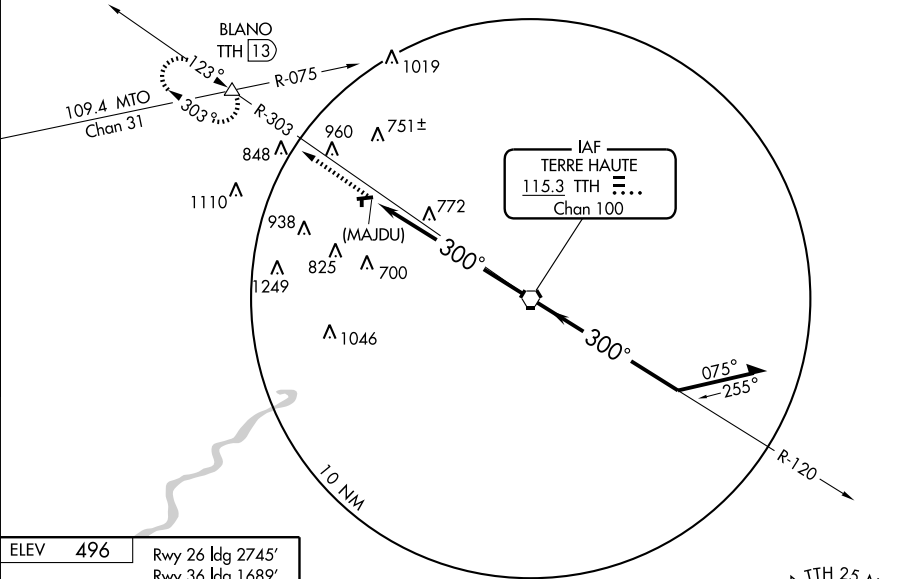
VOR or GPS-A
TERRE HAUTE/SKY KING (313)

Use Terre Haute Int'l altimeter setting.
Procedure NA at night.

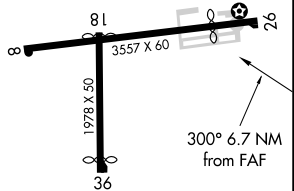
MISSED APPROACH: Climb to 2500 via TTH R-303
to BLANO Int/TTH 13 DME and hold.

HULMAN APP CON★
125.45 339.8

UNICOM
122.8 (CTAF) 0



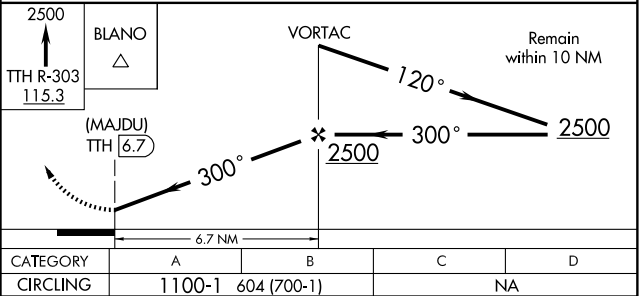
ELEV 496	Rwy 26 Idg 2745'
	Rwy 36 Idg 1689'
	Rwy 18 Idg 1928'



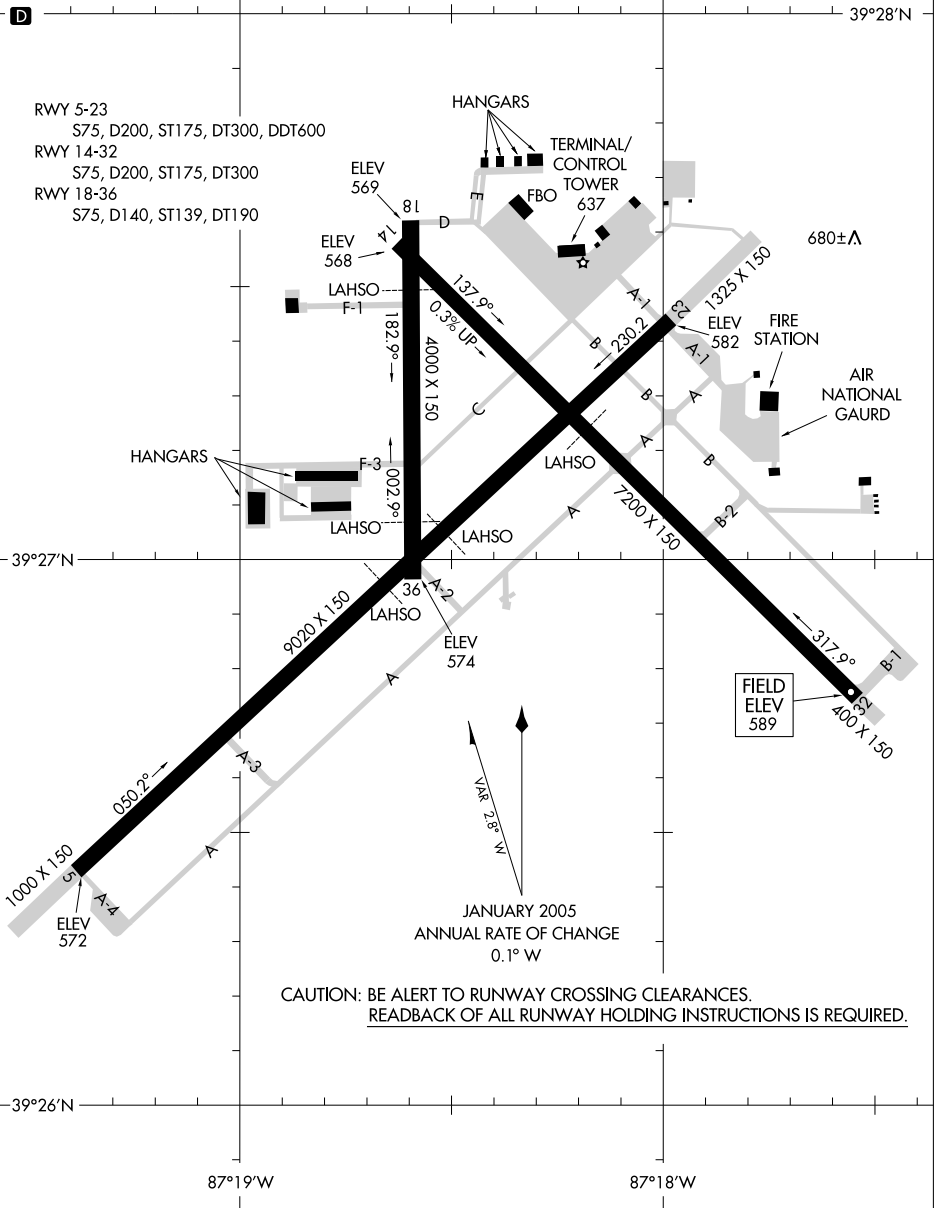
LIRL Rwy 8-26 and 18-36 0

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



ATIS
 127.5 284.4
 HULMAN TOWER
 118.3 239.0
 GND CON
 121.6 348.6



EC-2, 17 DEC 2009 to 14 JAN 2010

LOC I-HUF <u>109.7</u>	APP CRS 049°	Rwy Idg 9020 TDZE 573 Apt Elev 589
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ILS or LOC RWY 5
TERRE HAUTE INTL-HULMAN FIELD (HUF)

ASR

When local altimeter setting not received, use Paris, IL altimeter setting and increase all DA/MDA 80 feet and S-LOC 5 Cats. C/D visibilities ¼ mile. For inoperative MALSR, when using Paris, IL altimeter setting increase S-ILS 5 all Cats. visibilities ½ mile.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

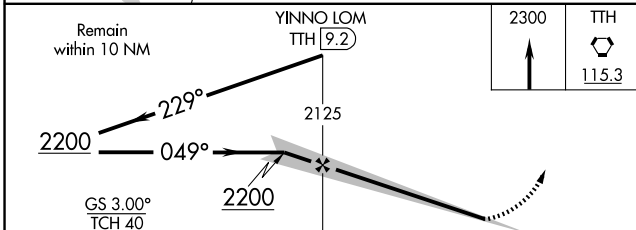
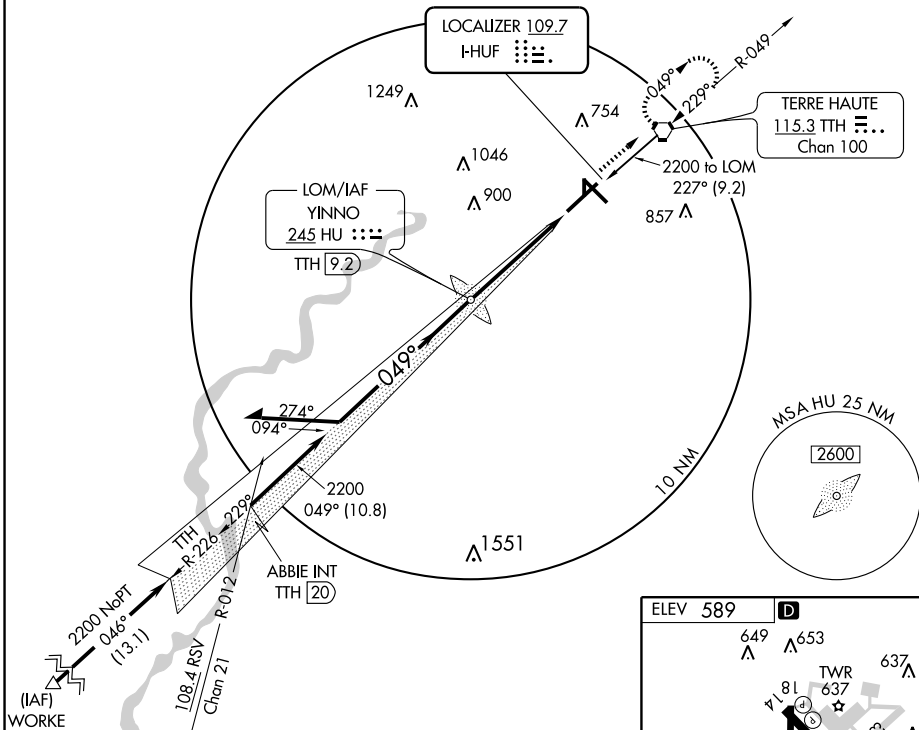
MISSED APPROACH: Climb to 2300
direct TTH VORTAC and hold.

ATIS
127.5 284.4

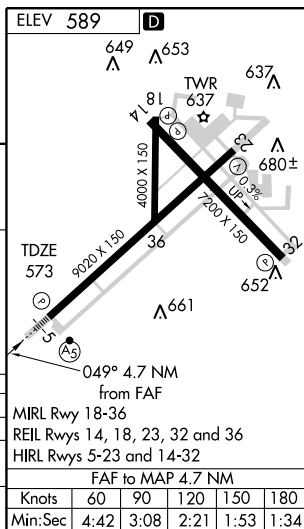
HULMAN APP CON ★
125.45 339.8

HULMAN TOWER
118.3 239.0

GND CON
121.6 348.6



CATEGORY	A	B	C	D
S-ILS 5	* 773/24	200 (200-½)	* 803/24	230 (300-½)
S-LOC 5	920/24 347 (400-½)			920/40 347 (400-¾)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)



WAAS CH 82109 W05A	APP CRS 049°	Rwy Idg TDZE Apt Elev	9020 573 589
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RNAV (GPS) RWY 5
TERRE HAUTE INTL-HULMAN FIELD (HUF')

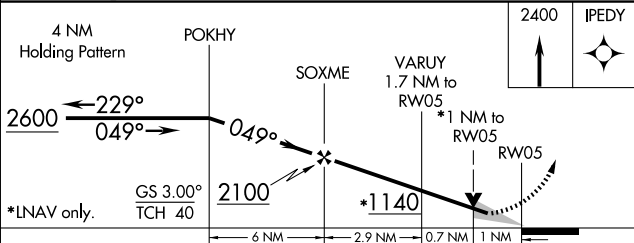
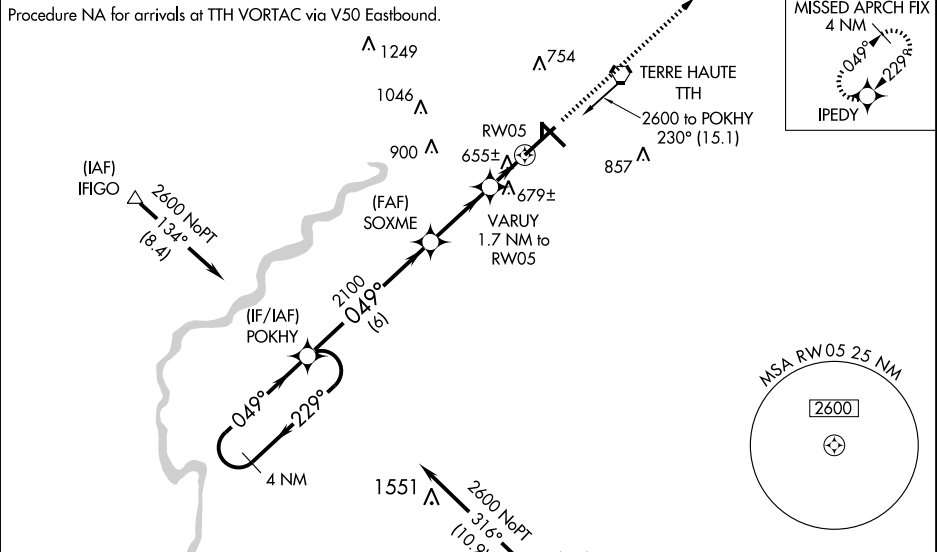
▼
▲
ASR

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 ft., LPV all Cats visibility to RVR 4000 and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 80 ft. and LNAV Cat C visibility to RVR 4000. For inoperative MALSR, when using Paris altimeter setting, increase LPV all Cats visibility to RVR 6000.

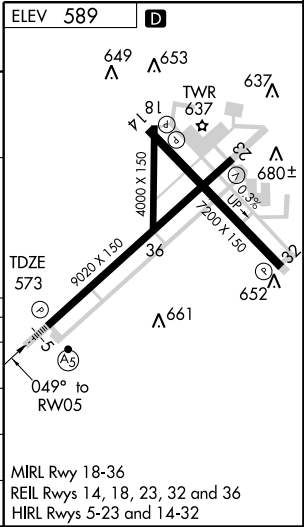
MALSR

MISSED APPROACH:
Climb to 2400 direct
IPEDY and hold.

ATIS 127.5 284.4	HULMAN APP CON ★ 125.45 339.8	HULMAN TOWER 118.3 239.0	GND CON 121.6 348.6
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CATEGORY	A	B	C	D
LPV DA	875/24		302 (300-½)	
LNAV/VNAV DA	924/40		351 (400-¾)	
LNAV MDA	940/24		367 (400-½)	
CIRCLING	1020-1		1040-1	
	431 (500-1)		451 (500-1)	
	1040-1½		1140-2	
	451 (500-1½)		551 (600-2)	



▼

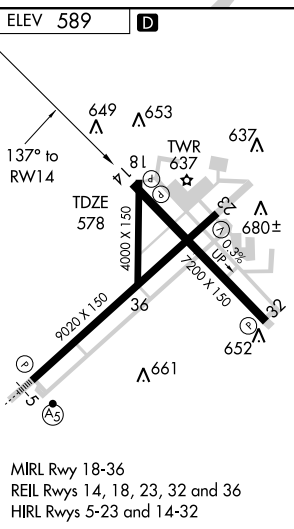
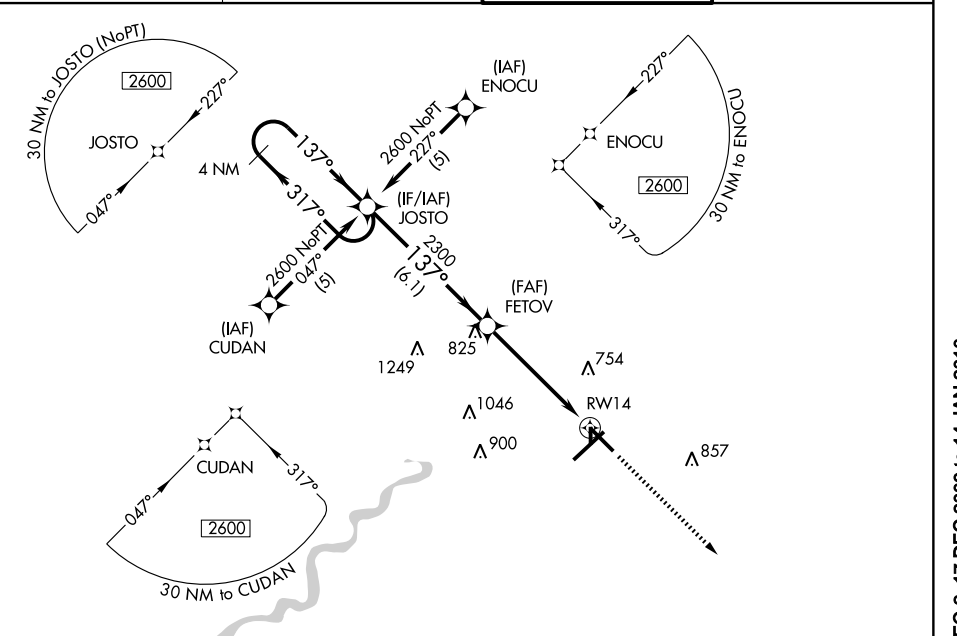
▲

ASR

When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile.
DME/DME RNP-0.3 NA.
VDP NA with Paris, IL altimeter setting.

MISSED APPROACH: Climb to 2600 direct CORIE and hold.

ATIS 127.5 284.4	HULMAN APP CON ★ 125.45 339.8	HULMAN TOWER 118.3 239.0	GND CON 121.6 348.6
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4 NM Holding Pattern				2600	CORIE
JOSTO				CORIE	
FETOV				RWY14	
VGSi and descent angles not coincident.				TCH 55	
6.1 NM				4 NM	
1.2					
CATEGORY	A	B	C	D	
LNAV MDA	980-1	402 (400-1)	980-1¼	402 (400-1¼)	
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)	

APP CRS	Rwy Idg	9020
229°	TDZE	583
	Apt Elev	589

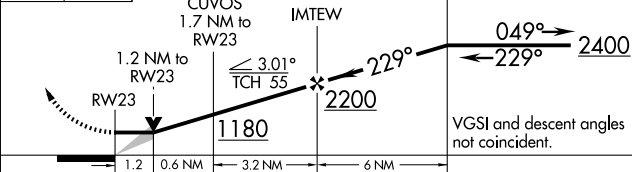
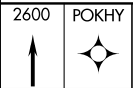
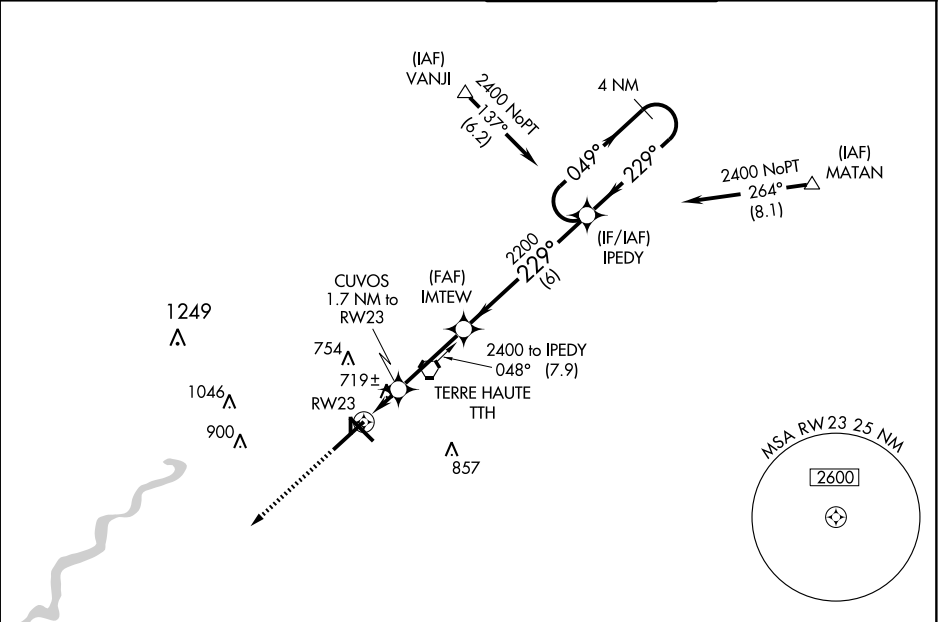
RNAV (GPS) RWY 23

TERRE HAUTE INTL-HULMAN FIELD (HUF)

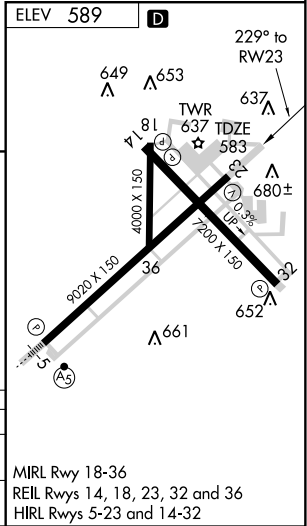
  DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and LNAV visibility Cats C and D ¼ mile.
VDP NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2600 direct POKHY and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6



CATEGORY	A	B	C	D
LNAV MDA	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)



MIRL Rwy 18-36
REIL Rwy 14, 18, 23, 32 and 36
HIRL Rwy 5-23 and 14-32

APP CRS 317°	Rwy Idg TDZE Apt Elev	7200 589 589
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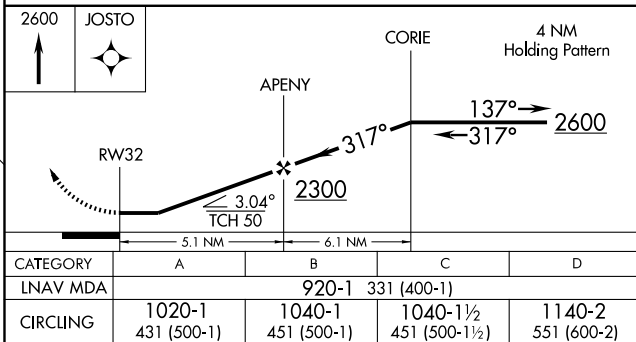
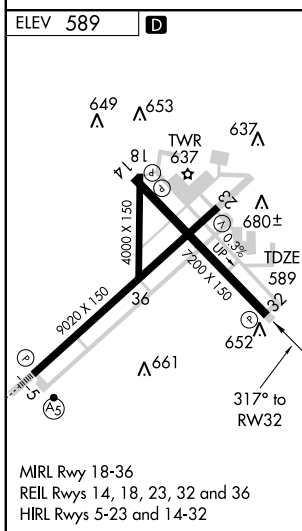
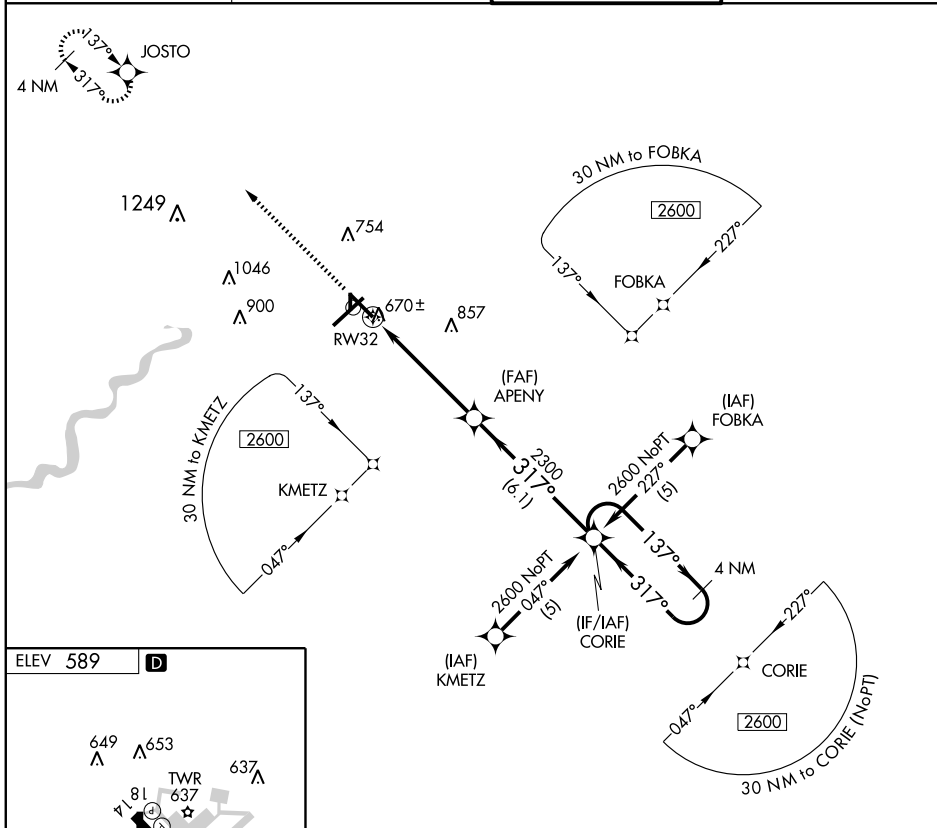
RNAV (GPS) RWY 32

TERRE HAUTE INTL-HULMAN FIELD (HUF)

T When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase LNAV Cats. C/D visibilities $\frac{1}{4}$ mile.
A DME/DME RNP-0.3 NA.
 ASR

MISSED APPROACH: Climb to 2600 direct JOSTO and hold.

ATIS 127.5 284.4	HULMAN APP CON ★ 125.45 339.8	HULMAN TOWER 118.3 239.0	GND CON 121.6 348.6
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VORTAC TTH	Rwy Idg	9020
115.3	TDZE	573
Chan 100	APP CRS	048°
	Apt Elev	589

VOR/DME RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

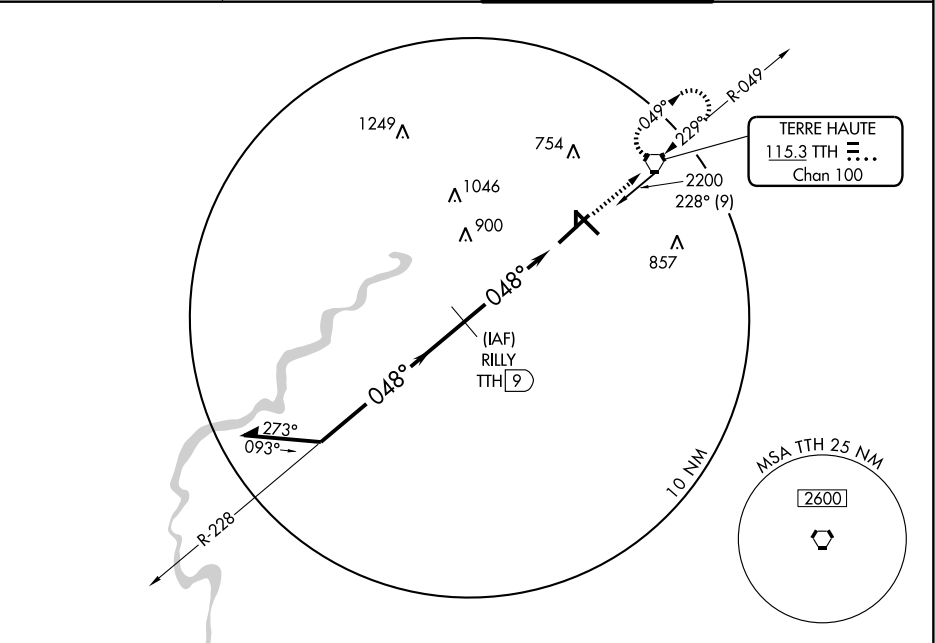
▼

For inoperative MALSR, increase S-5 Cat D visibility to RVR 6000. When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase S-5 Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6



ELEV 589

D

CATEGORY	A	B	C	D
S-5	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

TDZE 573

MIRL Rwy 18-36

REIL Rwys 14, 18, 23, 32 and 36

HIRL Rwys 5-23 and 14-32

VOR RWY 23

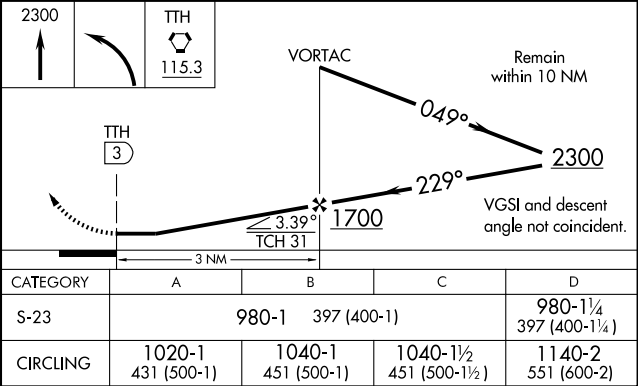
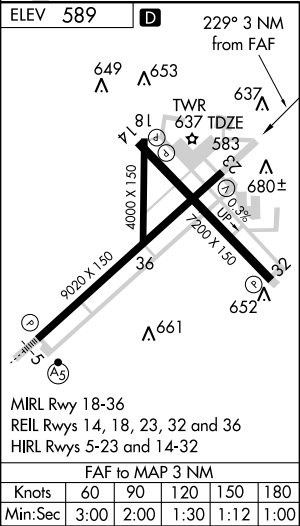
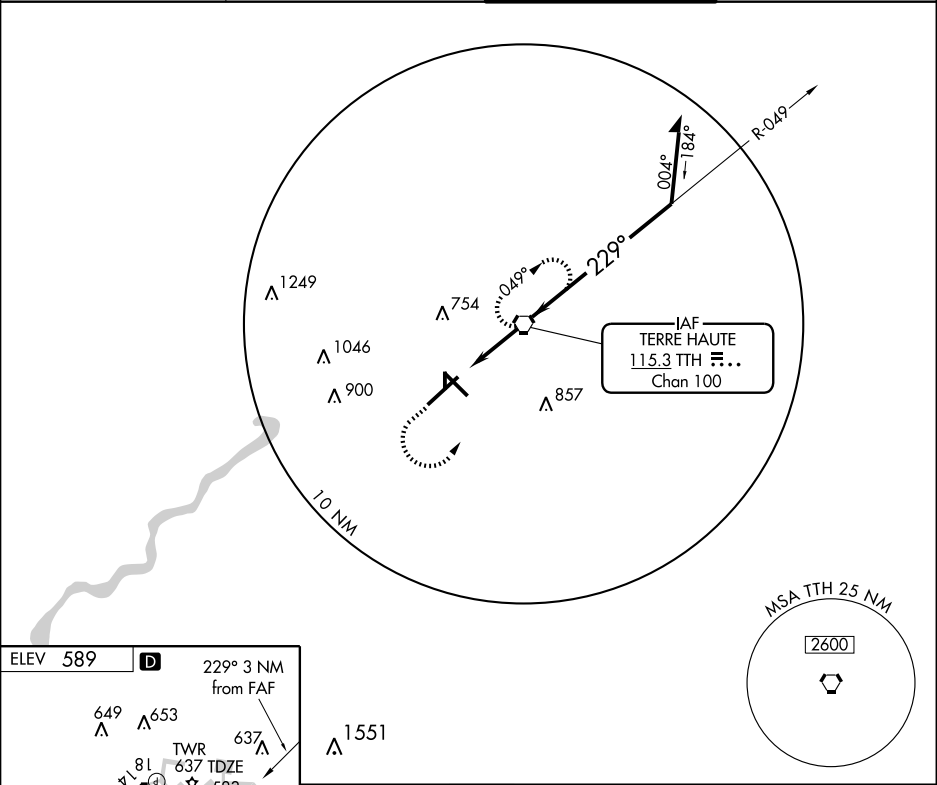
TERRE HAUTE INTL-HULMAN FIELD (HUF)

VORTAC TTH	APP CRS	Rwy Idg	9020
115.3	229°	TDZE	583
Chan 100		Apt Elev	589

When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and S-23 Cats. C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6



LOC I-VPZ
109.7

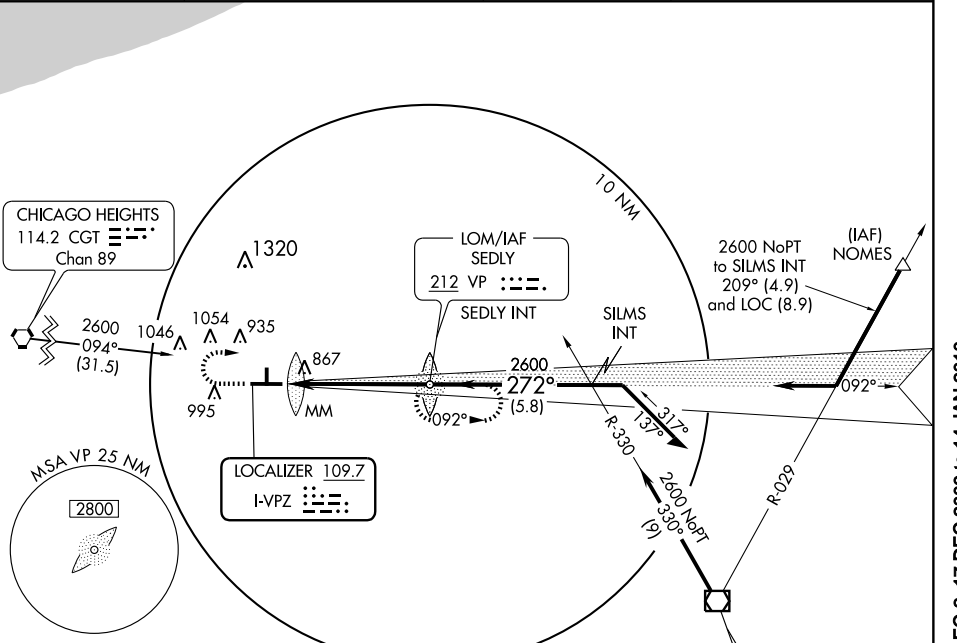
APP CRS
272°

Rwy Idg
TDZE
Apt Elev
6500
770
771

MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn at 2600 direct SEDLY LOM and hold.

ASOS 125.875	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 120.525	UNICOM 122.725 (CTAF) 1
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ELEV 771 D

ADF REQUIRED

1400

2600

VP
212

LOM/INT

2528

092°

2600

272°

2600


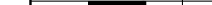


GS 3.00° TCH 51

MM

0.5

4.8 NM

Remain within 10 NM

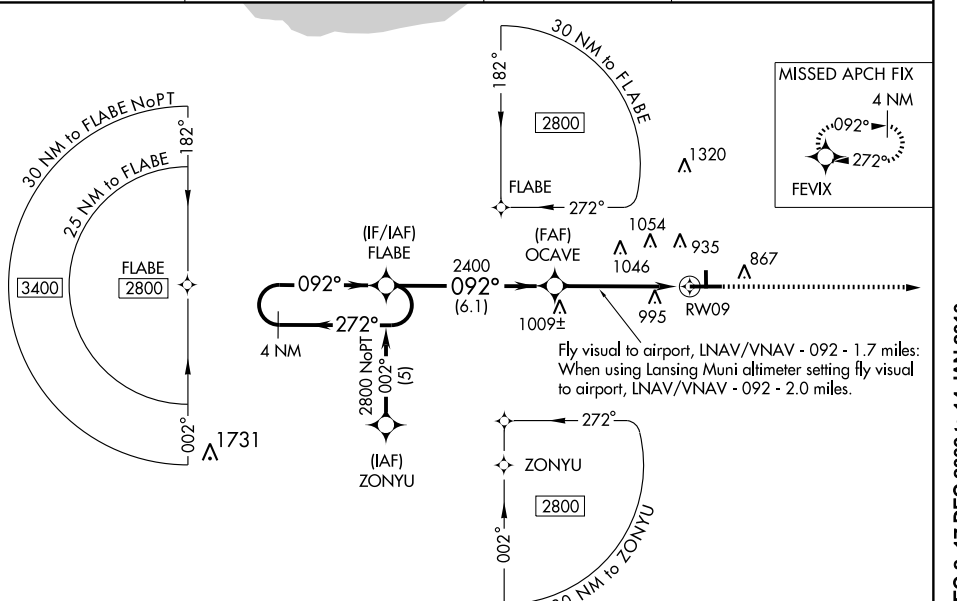
HIRL Rwy 9-27 											
MIRL Rwy 18-36 						CATEGORY A B C D					
REIL Rwys 9, 18 and 36 						S-ILS 27 970-½ 200 (200-½)					
FAF to MAP 5.3 NM						S-LOC 27 1120-½ 350 (400-½) 1120-¾ 350 (400-¾)					
Knots	60	90	120	150	180	1260-1 489 (500-1)		1300-1 529 (600-1)		1300-1½ 529 (600-1½)	
Min:Sec	5:18	3:32	2:39	2:07	1:46	CIRCLING				1360-2 589 (600-2)	

EC-2, 17 DEC 2009 to 14 JAN 2010

⚠ When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV Cat D, LNAV Cats C and D, and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2600 direct FEVIX and hold.

ASOS 125.875	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 120.525	UNICOM 122.725 (CTAF) ①
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Fly visual to airport, LNAV/VNAV - 092 - 1.7 miles: When using Lansing Muni altimeter setting fly visual to airport, LNAV/VNAV - 092 - 2.0 miles.

4 NM Holding Pattern

FLABE

OCAVE

RW09

GS 3.00° TCH 45

2800

2400

6.1 NM

3.5 NM

1.4 NM

*1.4 NM to RW09

*LNAV only.

ELEV 770

D

2600

FEVIX

092° to RW09

81

4001 X 75

52

7001 X 150

36

809

27

TDZE 769

CATEGORY	A	B	C	D
LPV DA	1038-1		269 (300-1)	
LNAV/VNAV DA	1369-2		600 (600-2)	
LNAV MDA	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	1260-1½ 491 (500-1½)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)

HIRL Rwy 9-27 ①

MIRL Rwy 18-36 ①

REIL Rws 9, 18 and 36 ①

EC-2: 17 DEC 2009 to 14 JAN 2010

WAAS CH 82406 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	4001 770 770
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RNAV (GPS) RWY 18

VALPARAISO / PORTER COUNTY MUNI (VPZ)

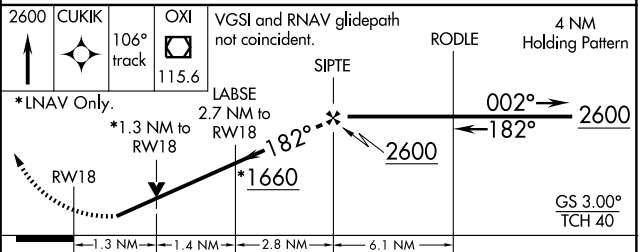
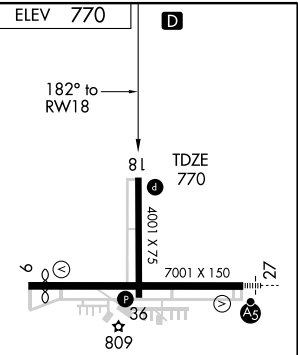
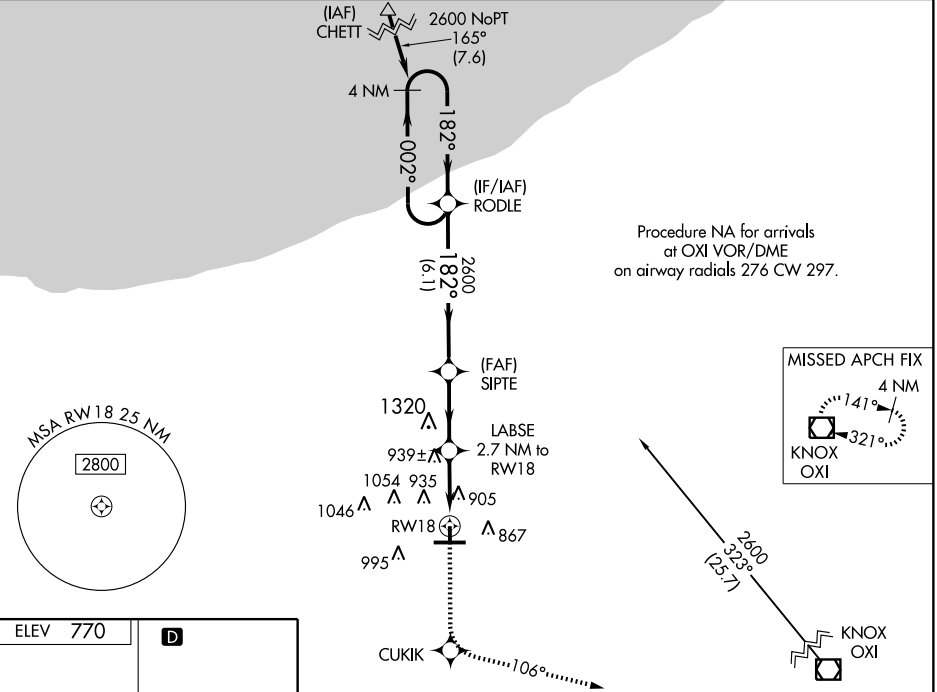
T

A

When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cnts visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2600 direct CUKIK
and via 106° track to
OXI VOR/DME and hold.

ASOS 125.875	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 120.525	UNICOM 122.725 (CTAF) U
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CATEGORY	A	B	C	D
LPV DA	1120-1¼	350 (400-1¼)	NA	NA
LNAV/VNAV DA	1233-1¾	463 (500-1¾)	NA	NA
LVAV MDA	1200-1	430 (500-1)	NA	NA
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	NA	NA

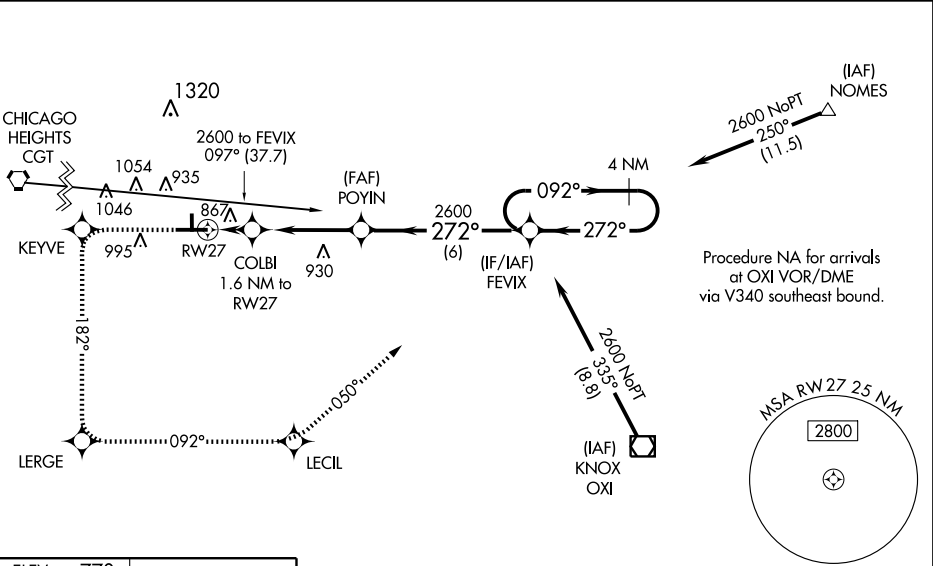
HIRL Rwy 9-27 **U**
MIRL Rwy 18-36 **U**
REIL Rws 9, 18 and 36 **U**

▼ When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats, and circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼, when using Lansing Muni altimeter setting increase LPV all Cats visibility to 1¼. Baro-VNAV NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH:
Climb to 2600 direct KEYVE and left turn via 182° track to LERGE and via 092° track to LECIL and via 050° track to FEVIX and hold.

ASOS 125.875	SOUTH BEND APP CON * 132.05 257.8	CLNC DEL 120.525	UNICOM 122.725 (CTAF) 1
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ELEV **770** **D**

81

4001 X 75

7001 X 150

36

809

TDZE 770

272° to RW27

HIRL Rwy 9-27 **1**

MIRL Rwy 18-36 **1**

REIL Rwy 9, 18 and 36 **1**

2600 KEYVE

LERGE

092° track

LECIL

050° track

FEVIX

4 NM Holding Pattern

COLBI 1.6 NM to RW27

POYIN

FEVIX

RW27

2600

272°

092°

2600

GS 3.00° TCH 50

CATEGORY	A	B	C	D
LPV DA	1020-½		250 (300 -½)	
LNAV/VNAV DA	1201-1		431 (500 -1)	
LNAV MDA	1180-½	410 (500 -½)	1180-¾ 410 (500-¾)	1180-1 410 (500-1)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)

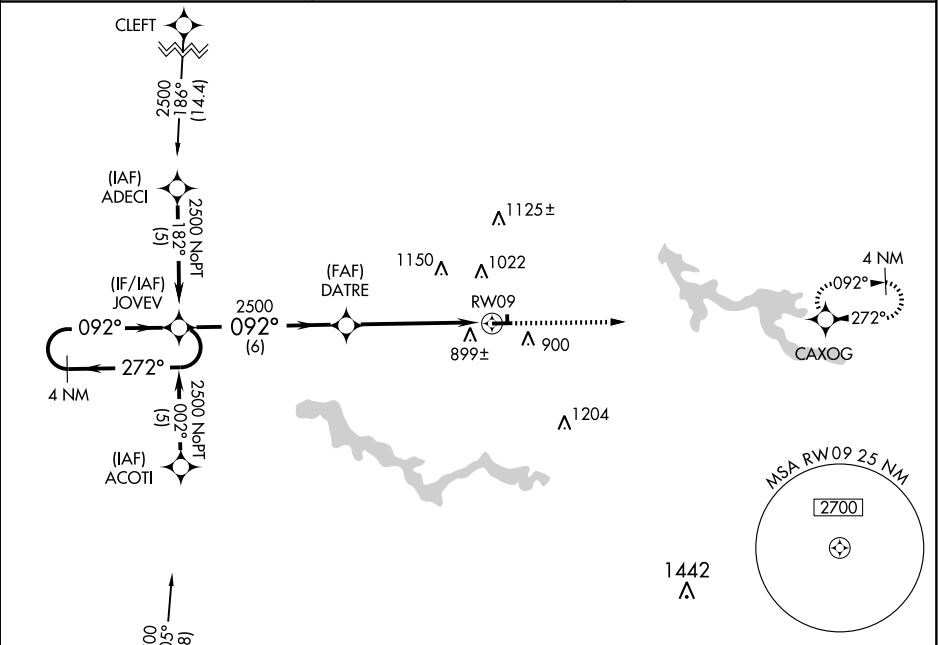
EC-2: 17 DEC 2009 to 14 JAN 2010

NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500
direct CAXOG WP and hold.

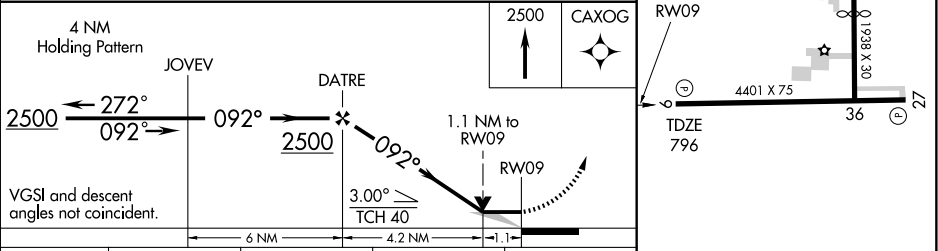
KOKOMO AWOS-3 113.5	GRISSOM APP CON* 121.05 379.3	UNICOM 122.8 (CTAF) 0
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ELEV 796

Rwy 18 Idg 1536'

Procedure NA for arrival at OKK VORTAC on V285 southbound, and arrival on V96 southwestbound.



CATEGORY	A	B	C	D
LNAV MDA	1160-1	364 (400-1)		NA
CIRCLING	1200-1 404 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA

URL Rwy 18-36

MRL Rwy 9-27 0

REIL Rws 9 and 27 0

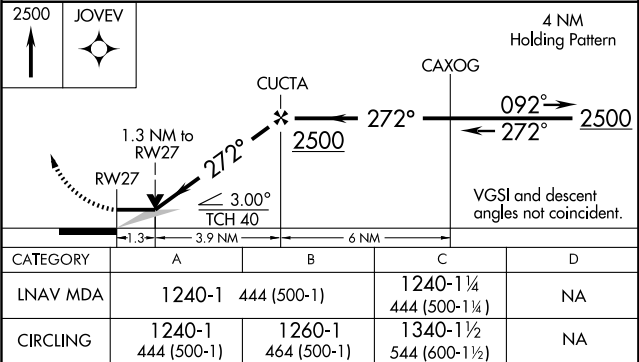
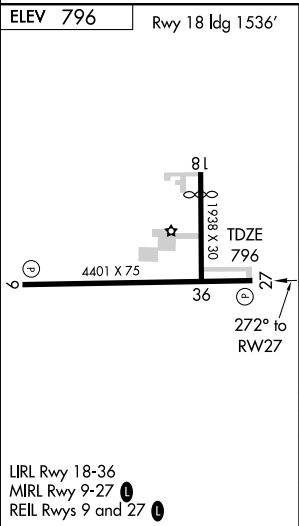
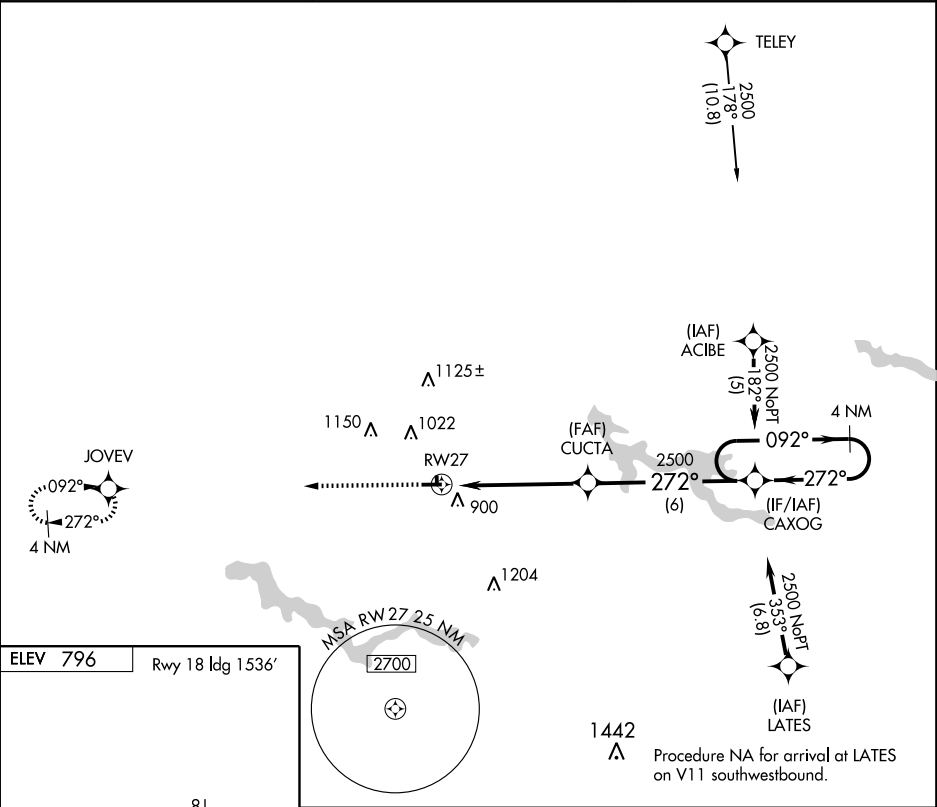
APP CRS	Rwy Idg	4401
272°	TDZE	796
	Apt Elev	796

RNAV (GPS) RWY 27

WABASH MUNI (IWH)

▲ NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct JOVEV WP and hold.
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KOKOMO AWOS-3 113.5	GRISSOM APP CON★ 121.05 379.3	UNICOM 122.8 (CTAF) 0
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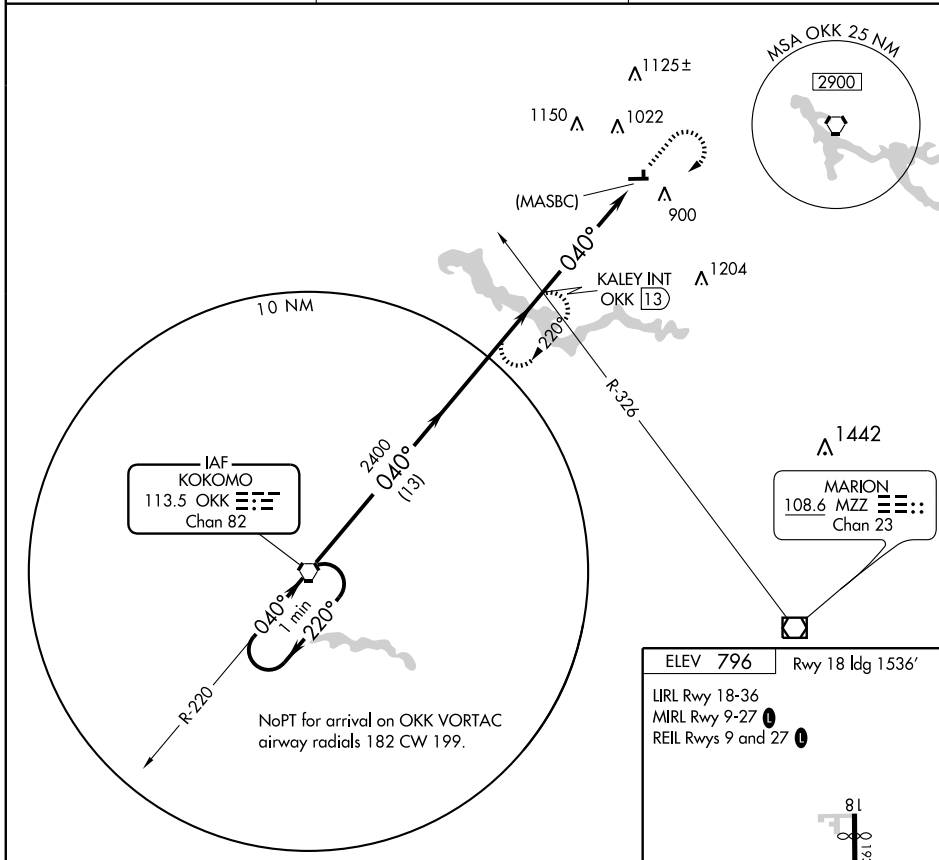


VORTAC OKK 113.5 Chan 82	APP CRS 040°	Rwy Idg TDZE Apt Elev N/A N/A 796
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VOR or GPS-A

WABASH MUNI (IWH)

<div>▲ NA</div> <div>Use Kokomo altimeter setting; if not received, use Fort Wayne altimeter setting and increase all MDAs 40 feet.</div>		<div>MISSED APPROACH: Climb to 2400 then right turn via OKK R-040 to KALEY and hold.</div>	
<div>KOKOMO AWOS-3</div> <div>113.5</div>		<div>GRISSOM APP CON ★</div> <div>121.05 379.3</div>	
		<div>UNICOM</div> <div>122.8 (CTAF) L</div>	



One Minute Holding Pattern	VORTAC	KALEY INT OKK 13	2400	OKK R-040 113.5	KALEY INT
2400 ← 220°	040° →	2400	(MASBC) OKK 18.1		
	13 NM	5.1 NM			
CATEGORY	A	B	C	D	FAF to MAP 5.1 NM
CIRCLING	1300-1	505 (600-1)	1420-134 625 (700-134)	NA	Knots 60 90 120 150 180 Min:Sec 5:06 3:24 2:33 2:02 1:42

WARSAW, INDIANA

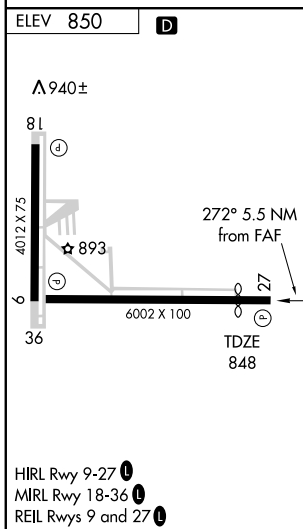
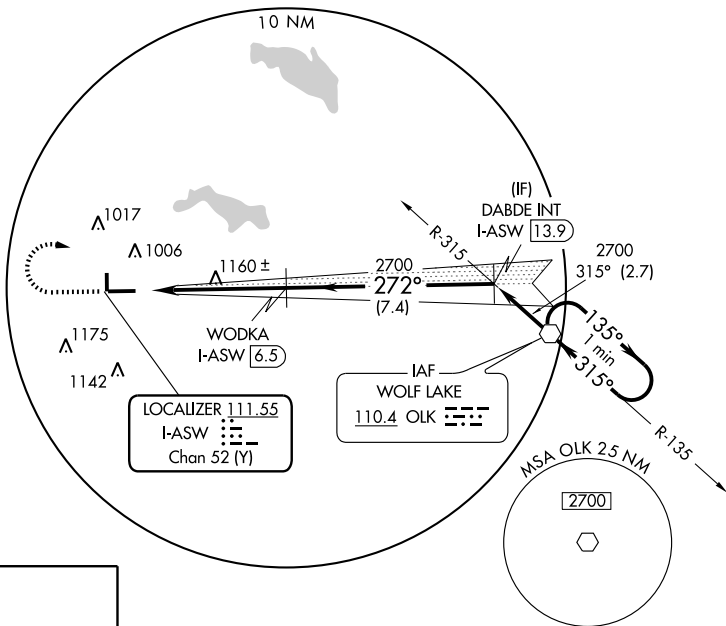
AL-5282 (FAA)

LOC/DME I-ASW	APP CRS	Rwy Idg	5101
111.55	272°	TDZE	848
Chan 52(Y)		Apt Elev	850

ILS or LOC/DME RWY 27 WARSAW MUNI (ASW)

<p>▼</p> <p>▲ NA</p>		<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct OLK VOR and hold.</p>	
AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) 0

Δ1357



CATEGORY	1500		2700		OLK	
	1		2.7		110.4	
S-ILS 27	1.8		3.8 NM		7.4 NM	
	1048-3/4		200 (200-3/4)			
S-LOC 27	1460-1		612 (700-1)		1460-1 3/4	
					612 (700-1 3/4)	
CIRCLING	1460-1		610 (700-1)		1460-1 3/4	
					610 (700-1 3/4)	

EC-2, 17 DEC 2009 to 14 JAN 2010

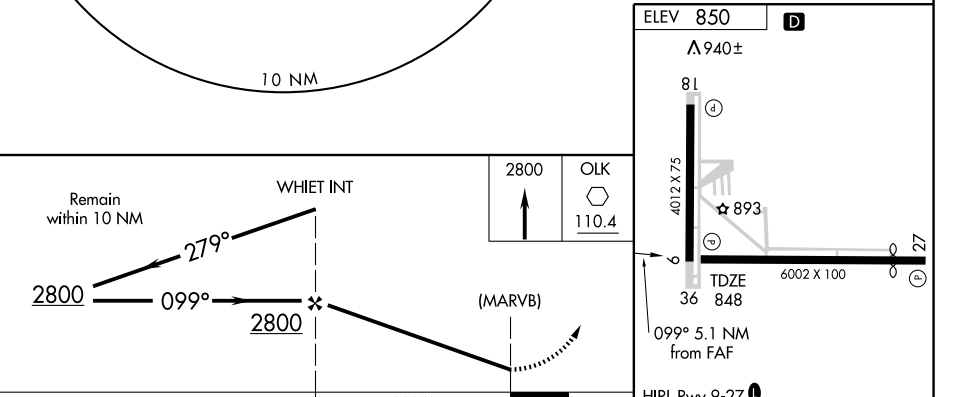
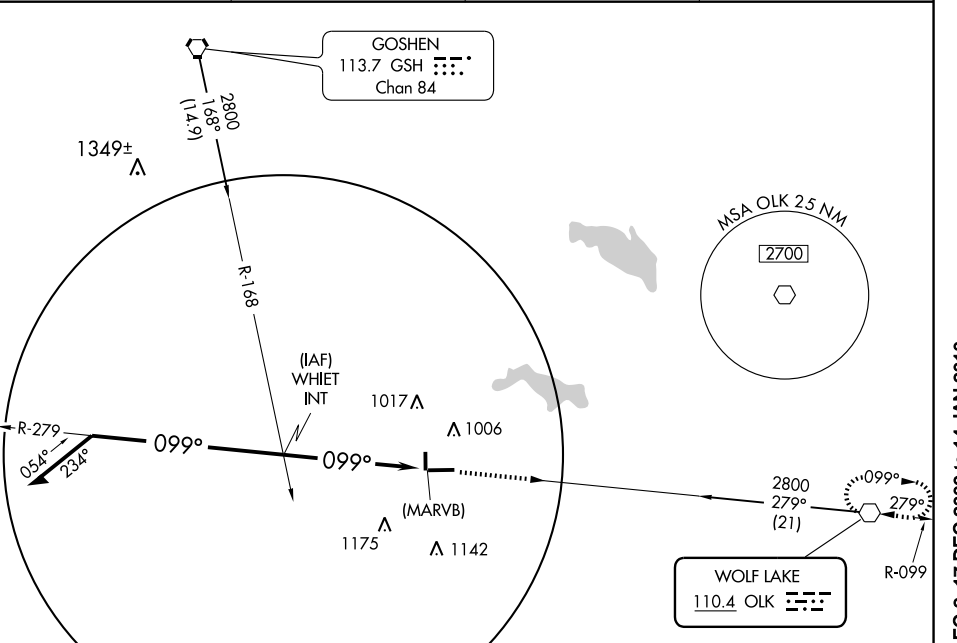
VOR OLK	APP CRS	Rwy Idg	5100
110.4	099°	TDZE	848
		Apt Elev	850

▼

▲

MISSED APPROACH: Climb to 2800 direct OLK VOR and hold.

AWOS-3 121.125	FORT WAYNE APP CON 127.2 284.6	CLNC DEL 134.05	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
S-9	1320-1 474 (500-1)		1320-1½ 474 (500-1½)	1320-1½ 474 (500-1½)
CIRCLING	1340-1 490 (500-1)		1340-1½ 490 (500-1½)	1400-2 550 (600-2)

FAF to MAP 5.1 NM

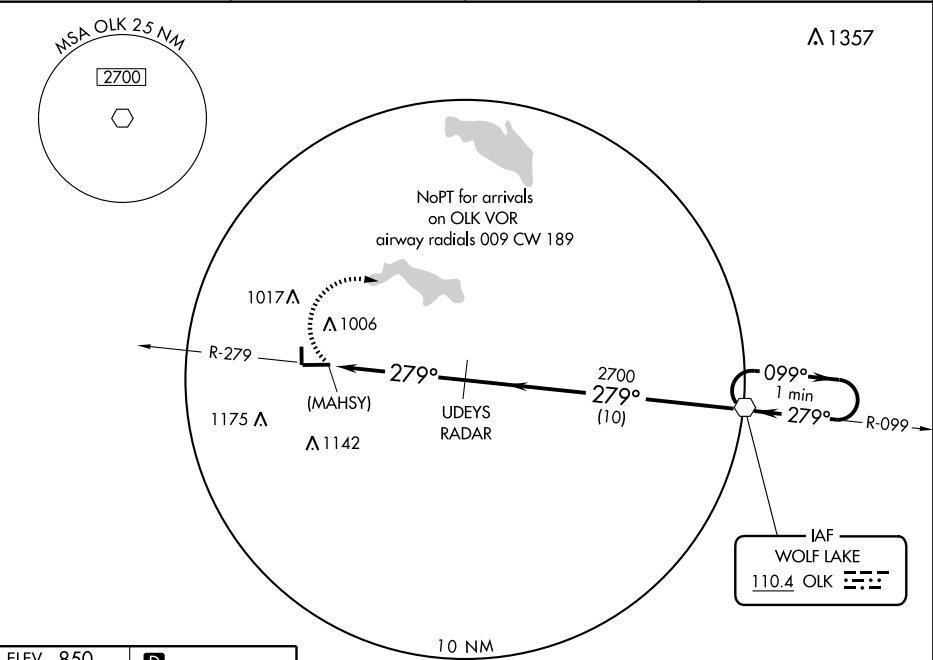
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

HIRL Rwy 9-27 1
MIRL Rwy 18-36 1
REIL Rws 9 and 27 1

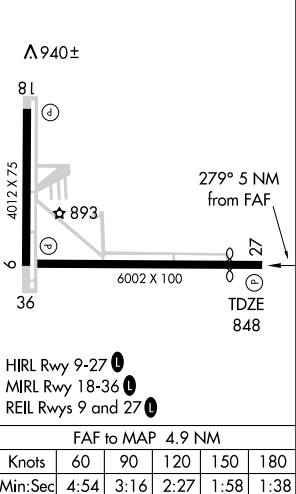
VOR OLK	APP CRS	Rwy Idg	5101
110.4	279°	TDZE	848
		Apt Elev	850

MISSED APPROACH: Climbing right turn to 2700 direct OLK VOR and hold.

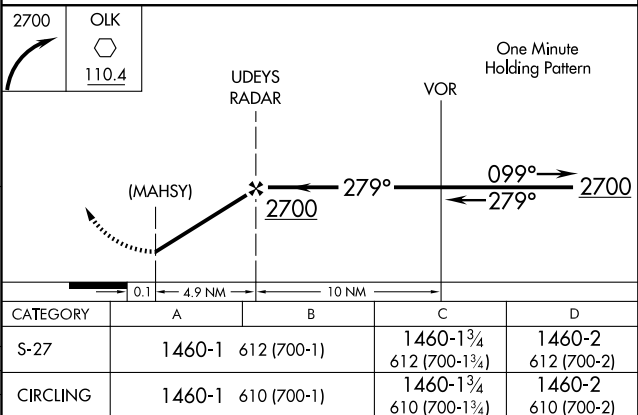
AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) 1



ELEV 850	D
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RADAR REQUIRED



EC-2, 17 DEC 2009 to 14 JAN 2010

▼

▲ NA

Use Evansville altimeter setting.

GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

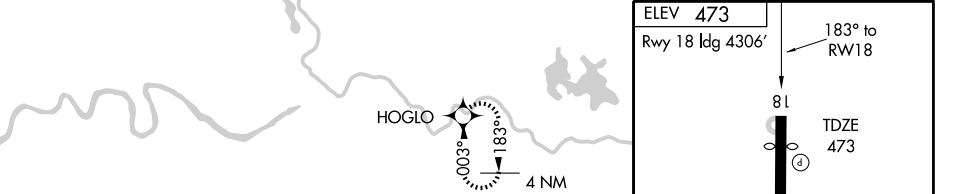
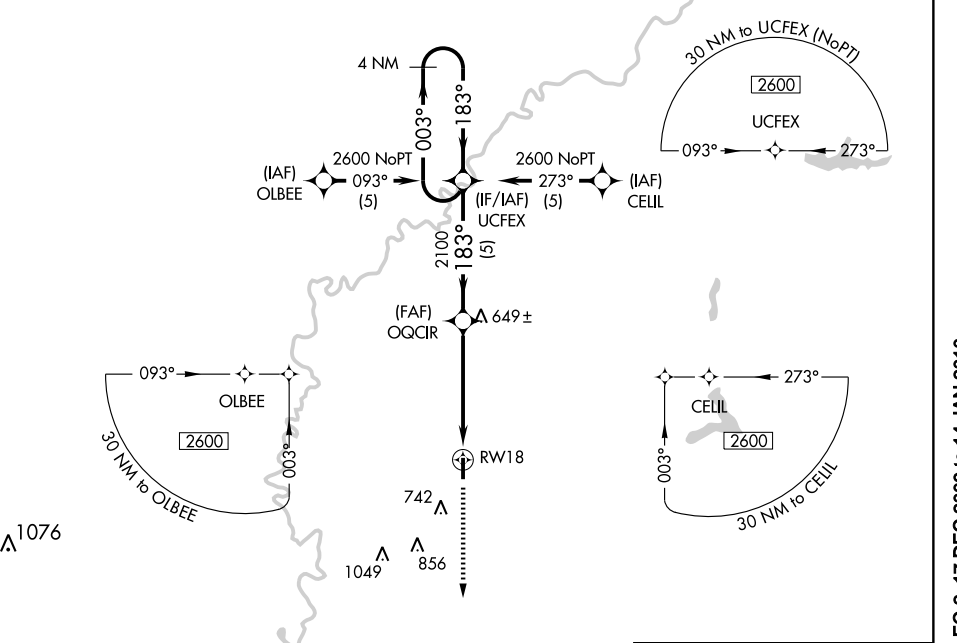
MISSED APPROACH: Climb to 2100 direct HOGLO WP and hold.

EVANSVILLE APP CON ★

125.6 267.9

UNICOM

122.8 (CTAF) 0



4 NM Holding Pattern				
UCFEX				
2600 ← 003°				
183° →				
VGSi and descent angles not coincident.				
2100				
3.04° TCH 35				
RW18				
5 NM				
5 NM				
CATEGORY	A	B	C	D
LNAV MDA	980-1	507 (600-1)	980-1 ½	507 (600-1 ½)
CIRCLING	1160-1	1220-1 ¼	1220-2 ¼	1220-2 ½
	687 (700-1)	747 (800-1 ¼)	747 (800-2 ¼)	747 (800-2 ½)

ELEV 473

Rwy 18 Idg 4306'

183° to RW18

81

TDZE 473

4621 X 75

36

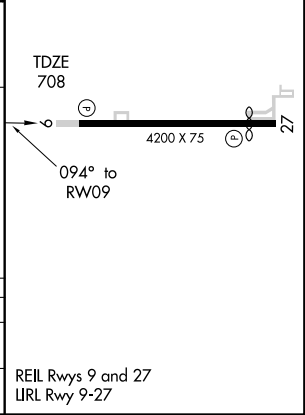
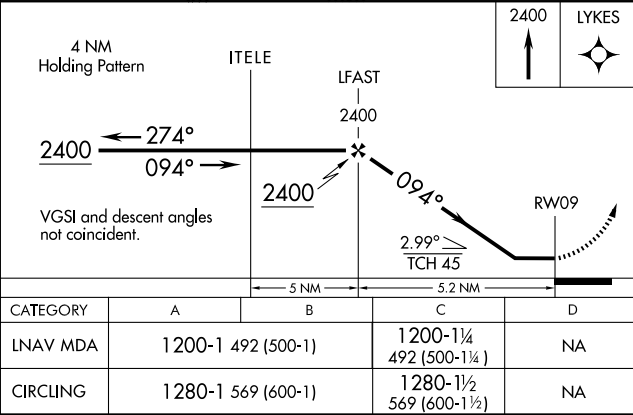
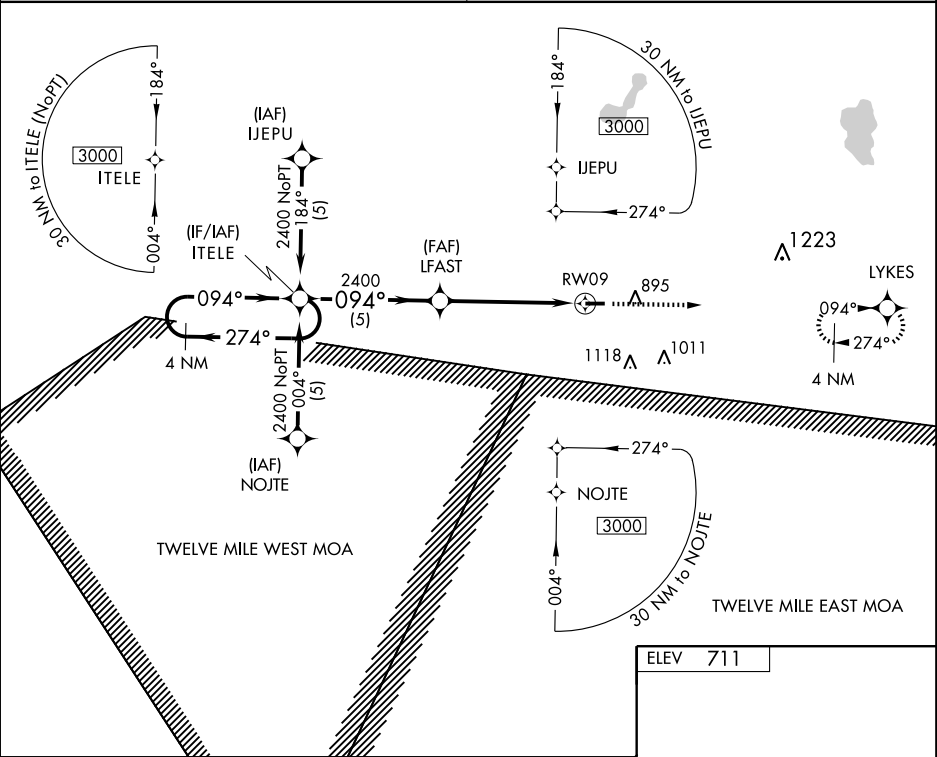
REIL Rwy 18 and 36

MIRL Rwy 18-36 0★

APP CRS	Rwy Idg	4200
094°	TDZE	708
	Apt Elev	711

RNAV (GPS) RWY 9
WINAMAC/ ARENS FIELD (RWN)

<div>▲ NA</div> <div>Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 2400 direct LYKES WP and hold.
<div>SOUTH BEND APP CON ★</div> <div>132.05 257.8</div>	<div>UNICOM</div> <div>122.8 (CTAF)</div>



VOR/DME OXI 115.6 Chan 103	APP CRS 172°	Rwy Idg TDZE Apt Elev	N/A N/A 711
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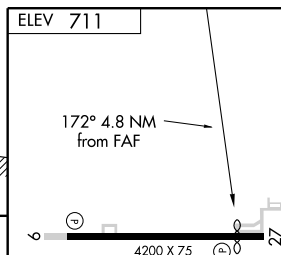
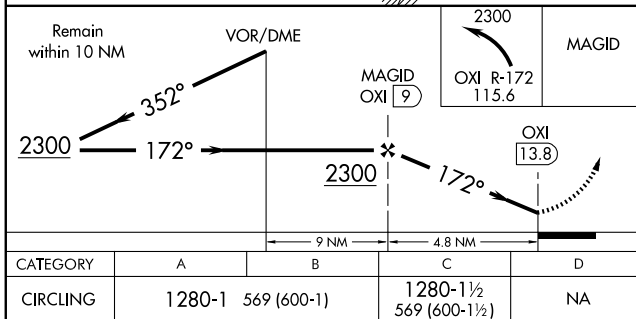
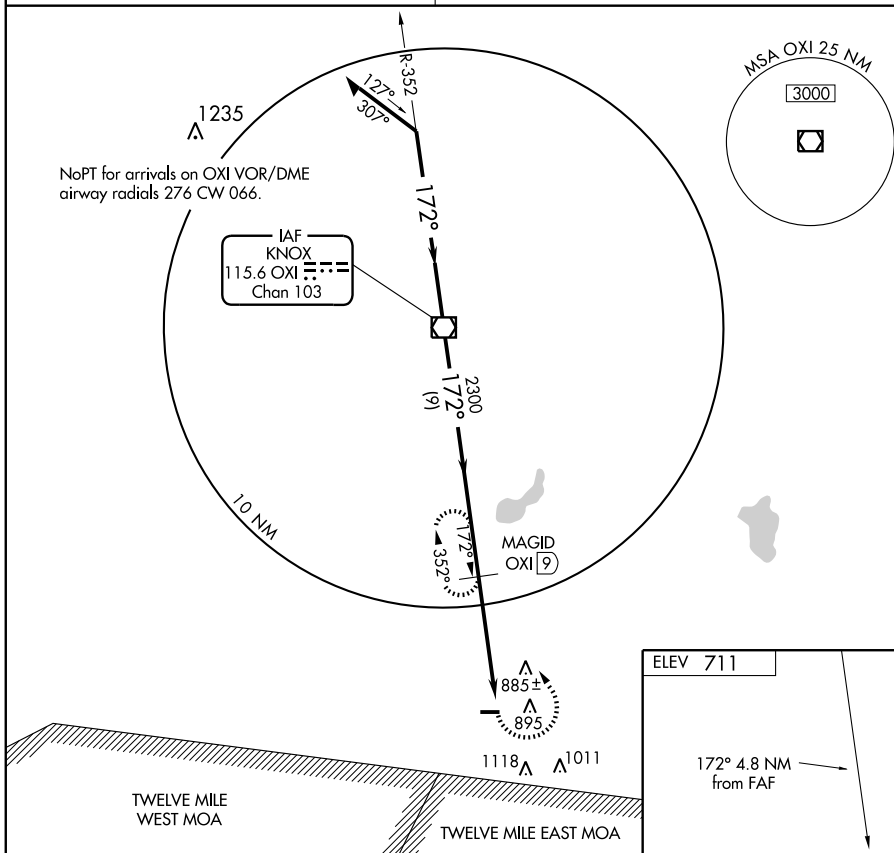
VOR/DME-A
WINAMAC/ARENS FIELD (RWN)

A NA Use Valparaiso/Porter County
Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300
via OXI R-172 to MAGID/OXI 9 DME and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF)

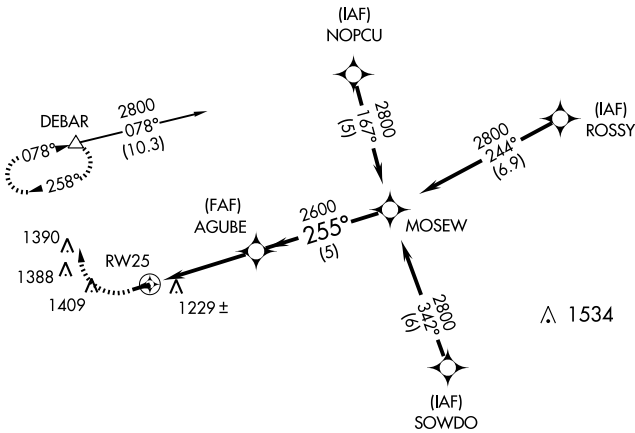


GPS RWY 25

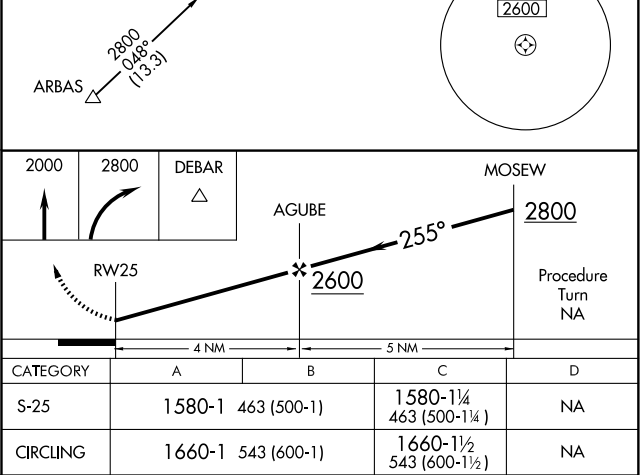
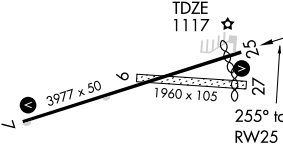
WINCHESTER/RANDOLPH COUNTY (I22)

APP CRS	Rwy Idg	3783
255°	TDZE	1117
	Apt Elev	1117

▲ NA Use Dayton, OH altimeter setting.	MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct DEBAR WPT and hold.
DAYTON APP CON 134.45 352.05	UNICOM 123.0 (CTAF) 1



ELEV 1117	Rwy 25 ldg 3783' Rwy 27 ldg 1658'
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VOR/DME DQN 114.5 Chan 92	APP CRS 292°	Rwy Idg TDZE Apt Elev 1117	N/A N/A
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VOR or GPS-A

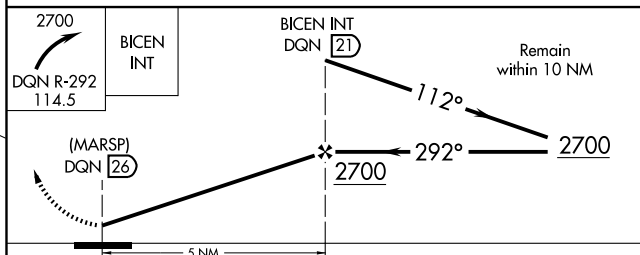
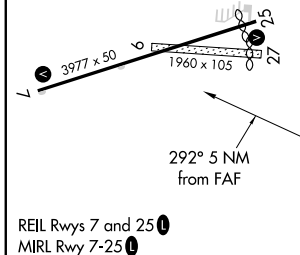
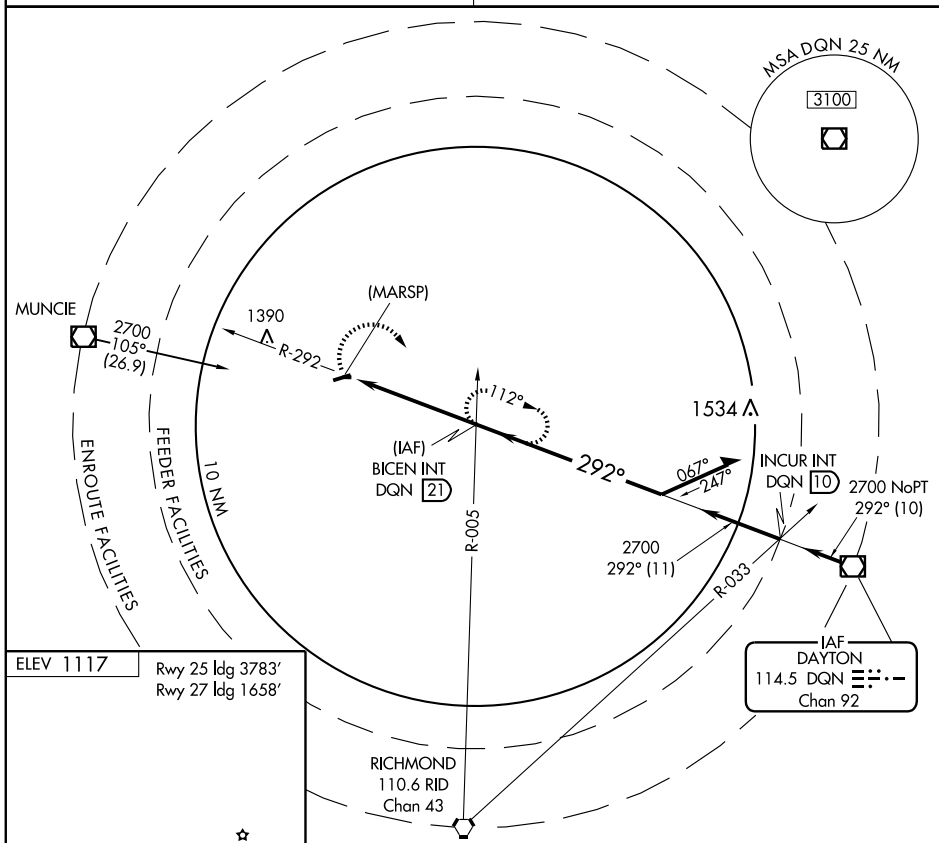
WINCHESTER/RANDOLPH COUNTY (I22)

NA Use Dayton altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 via DQN R-292 to BICEN Int/21 DME and hold.

DAYTON APP CON
134.45 352.05

UNICOM
123.0 (CTAF) 0



FAF to MAP 5 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1720-1 602 (700-1)	1720-1¼ 602 (700-1¼)	1720-1½ 602 (700-1½)	NA
Min:Sec	5:00	3:20	2:30	2:00	1:40					